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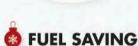








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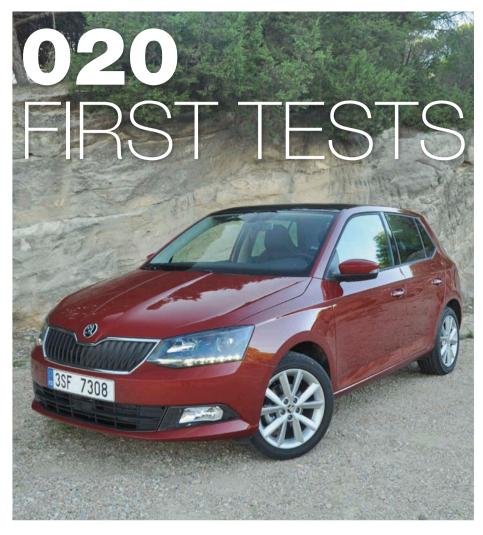
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with key models on a day-to-day basis. This month we welcome a Honda Civic Tourer, Peugeot 308 SW and Volvo V40 Cross Country and wave goodbye to the MG6 Magnette and Skoda Yeti.

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Bigger and better, with invaluable buying advice, news and views on the used car market, an insight into recent auction prices and all the latest recalls announced by the car makers. In this month's used car buyer's guide, we examine the British-built crossover, the Nissan Juke 1.5 dCi.

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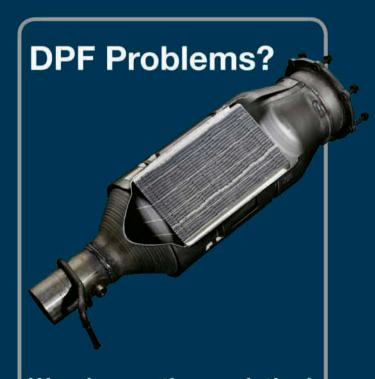
Fuel consumption figures for the Civic 1.8 i-VTEC Black Special Edition in mpg (I/100km): Urban 38.7 (7.3), Extra Urban 57.6 (4.9), Combined 48.7 (5.8). CO₂ emissions: 137 g/km. Fuel consumption figures sourced from official EU-regulated laboratory test results, are provided for comparison purposes and may not reflect real-life driving experience.

Model Shown: Civic Black Special Edition in Crystal Black Pearl at £19,955 On The Road (OTR) including £1,500 customer saving applied to the original OTR price of £21,455. Terms and Conditions: New retail Civic registered from 1 November 2014 to 05 January 2015. Subject to model and colour availability. Offers applicable at participating dealers and are at the promoter's absolute discretion. Civic Customer Saving; £1,500 customer saving off the On The Road price. Customer saving of £1,500 inc VAT will be applied to the retail invoice. Applicable to 14YM Civic 1.8 Hatchback models (excludes \$\Sigma \text{grade} and all diesel grades). Civic Black Special Edition Honda Aspirations (PCP): *10% APR Representative example shown based on Civic 1.8 i-VTEC Black Special Edition in Crystal Black Pearl at £19,955 total cash price (and total amount payable) with 37 months 0% APR Representative (interest rate per annum 0% fixed). Minimum customer deposit 0%, maximum customer deposit 30%. Representative example based on £5,420.03 (27%) deposit = £199 monthly payment, Guaranteed Future Value / Optional Final Payment of £7,370.84 annual mileage of 10,000 and excess mileage charge: 5p per mile. You do not have to pay the Final Payment if you return the car at the end of the agreement and you have paid all other amounts due, the vehicle is in good condition and has been serviced in accordance with the Honda service book and the maximum annual mileage of 10,000 has not been exceeded. Indemnities may be required in certain circumstances. Finance is only available to persons aged 18 or over, subject to status. All figures are correct at time of publication but may be subject to change. Credit provided by Honda Finance Europe Plc. 470 London Road, Slough, Berkshire \$1.3 8QY. Honda Finance Europe Plc. is authorised and regulated by the Financial Conduct Authority. Financial Services Register number 312541. 5 Years Servicing including VAT, resulting in a saving of up to £700 for the customer) and is available to finance or non-financ

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r TWELVE

FAT MONTI

s the last few weeks of 2014 draw to a close, it's time to reflect on what has been a phenomenal year. Not only is the country's economy beginning to bounce back, with growth outpacing the majority of our European counterparts. car sales in the UK continue to set records, with the car registrations particularly for

> the September '64' plate change the highest for ten years. And there's been some phenomenal new cars revealed during the past year, none more so than Citroën's shockingly different C4 Cactus. Few cars have provoked so many letters and e-mails from readers asking our opinions of it, and if this level of interest follows through to the showroom, Citroën dealers are going to be laughing. The maker of the double chevron badged cars really seems to be finding its mojo, and can't seem to put a wheel wrong. Buoyed on by the success

of the DS brand, particularly the smart little DS 3, the company has gone on to sell the capable and distinctive C4 Picasso and now this C4 Cactus. This month, we pitch the car against both of its French crossover rivals, the Peugeot 2008 and Renault Captur, and throw a wild card into the mix by comparing the Citroën against one of Britain's success stories, the MINI, that has recently arrived in showrooms in five-door guise. While the comparison may seem like a bonkers idea to begin with, when you take a look at the kind

of buyers that will choose each of these cars, there are so many similarities. Our nine-page special report begins on page 24.

Some of you may be wondering where the Vauxhall Corsa first test is that we promised you last month. We had planned to bring you our first driving impressions of the diesel supermini but our attempts were thwarted because the promised diesel versions failed to materialise at the car's launch. We're sorry about that, and Vauxhall even more so. however, they are guaranteeing that we will be the first people to get behind the wheel of the 1.3-litre CDTi-engined Corsa, with the first car expected to land on the run up to Christmas. We will keep you posted and bring you our road test report as soon as it lands in the UK.

With the festive season fast approaching and this special Christmas issue now on the newsstands, all of the Diesel Car team would like to thank you for your loyalty this year, and

> wish all of our readers a very merry Christmas and a happy and prosperous new year.







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BRAITHWAITE-

Gavin is a newcomer to the Diesel Car team and his right foot still firmly planted A303 from Devon to

With a history of well over 30 years in the business of motoring journalism, it sounds like Peter should like Peter should be concentrating on steam-driven machinery these days. However, just as happy in a full blown diesel rally car as he is in the growing number of electric shopping of electric shopping cars, he feels variety is very much the spice of today's motoring.

RICHARD DREDGE Hooked on cars since he attended his first motor show back in 1982, Richard bought

As a child in the Peak District, Andy 1982, Richard bought his first jalopy in 1987, a 1962 Triumph Herald, when he was just 16. He's since progressed to a rag-top Triumph Vitesse, which keeps a 2002 Audi A4 Avant company Only one company. Only one of those is a diesel though; we'll let you guess which one! road tester.

Having spent many years hanging around Heathrow as a car and travel writer, Simon Hacker is Simon Hacker is now more frequently spotted wrestling with child seats. Beyond parenting, he's broken into the murky world of fiction with a debut thriller, Polar Nights, and hones to complete and hopes to complete another one soon. children and deadlines Victor's varied career has involved running

has involved running a sand quarry, owning a valeting products business, chauffeuring, and trying to sell Audis, without any great success. Nowadays he's happiest writing about fuel economy. about fuel economy, or competing in the MPG Marathon. Best not mention McLaren F1 prospects, or Norwich City, just now though!

Adam has been writing about cars for years, and this passion for all things automotive can be traced back to his be traced back to his childhood. A regular contributor for the past five years, when not burning the midnight oil and hard at work on the magazine's website, he can be found tinkering with found tinkering with one of his collection of classics. Sadly none of them are diesels!











Driving the family saloon on Pendine Sands aged 15 sparked Sue's

passion for cars

passion for cars. Journalist training in local newspapers accelerated into 20 years in Fleet Street, then a decade as a presenter of old Top Gear, back when squealing

tyres on-camera was

example to the public.

when squealing

banned as a bad

still firmly planted in the 1980s and 1990s, as he fuels his rather unhealthy obsession with old cars. Commonly he is found tapping away furiously at a keyboard or hurtling up the A303 from Devon to attend events. He is said to be fond of tea and Hobnobs

began testing out his dad's Massey his dad's Massey Ferguson tractors, and his fascination with anything motorised keeps growing. After completing an MA in Automotive Journalism he joined Auto Trader's London office, leaving to go freelance and to go freelance and move back up north after a stint as senior

permitting, of course.

BABY SUV GETS UPLIFT

ust three years on from when the Q3 made its debut, Audi is introducing a revised version of the small SUV. All engines now meet the upcoming Euro 6 emissions regulations, there's an increase in the amount of standard kit and tweaks to the styling.

At the front, the single frame grille has been reprofiled and now has a three-dimensional appearance with a chrome surround, and is married to revised bumpers and a new design for the headlights. SE models now feature xenon bulbs, with S line editions boasting full-LED technology. There's also a fresh range of designs for the alloy wheels, as well as extended colour coding for SE versions. A smart new feature for the rear of the car on S line models is dynamic scrolling rear indicators for the LED light clusters. The orange lights illuminate sequentially from the inside of the car outwards, signalling which direction the car will be travelling in.

Alongside compliance with the new Euro 6 emissions regulations, the Q3's diesel engines have been made more efficient as well as delivering more power. The 148bhp 2.0-litre TDI unit replaces the previous 138bhp edition and in its most economical guise is now capable of producing CO2 emissions of 119g/km and 61.4mpg on the combined cycle. This represents a reduction of 16g/km and improvement of 7.1mpg. The 148bhp 2.0-litre TDI unit is offered with a choice of six-speed manual or seven-speed S tronic dual-clutch automatic transmission and the option of drive just to the front wheels or to them all using Audi's legendary quattro system. There's also the



availability of a more powerful 181bhp edition of the same engine, which replaces the current 175bhp version, and this time around it is paired exclusively to quattro all-wheel-drive, and offered with manual or automatic transmissions.

Fine tuning of the suspension has been designed to deliver a more comfortable ride, while Audi's Drive Select system that was previously offered as an optional extra on the Q3 is now provided as standard.

> It allows drivers to fine tune the steering and throttle response and can be paired to the optional damper control system for even more personalisation of the car's characteristics. Inside, there's a new three-spoke multifunction steering wheel, as well as extra aluminium-effect appliqués. S line models now feature an electrically powered rear tailgate as standard, and all versions come with a new retractable luggage cover.

Available to order now, and arriving in UK showrooms in the spring, the latest Q3 range costs £26,880 for the 148bhp SE 2.0 TDI 2WD, rising to £35,720 for the 181bhp S line Plus 2.0 TDI quattro mated to the S tronic automatic transmission.





VOLVO TOUGHENS UP THE V60



ollowing the introduction of the V40 Cross Country last year, Volvo has given its V60 estate car a more lifestyle look with the unveiling of a Cross Country edition at the Los Angeles motor show. On sale in the UK next year, there's a choice of both front and all-wheel-drive

The first car to display the Cross Country badge was the first generation V70, back in 1997, and since then, in combination with XC models, the moniker has stood for more rugged versions of the company's estate cars, and latterly the V40 hatchback, too. Featuring a raised ride height of 65 millimetres, the design is paired with

chunky body styling, with protective plates to the front, side and rear, as well as tougher high-profile tyres and the option of 18 or 19-inch alloy wheels.

Three variants will be offered - D3 2WD, D4 2WD and D4 AWD - with the latter powered by Volvo's long running fivecylinder turbodiesel engine. Both frontwheel-drive editions will be powered by the company's brand-new four-cylinder units, and in D4 guise produces 178bhp and 295lb ft of torque. Prices and final specifications will be announced early next year, with the first UK cars set to arrive in dealers from the end of June.



UPRATED PRIUS+ REVEALE

evisions have been announced for Toyota's seven-seat hybrid car, the Prius+, designed to bring it in line with the rest of the line-up. A new frontend alters the look of the car, with a more prominent Toyota badge on the nose, new LED headlights and a revised bumper and grille. At the rear, there's updated light clusters, fresh bumpers with an integrated diffuser and a new trim panel adorning the rear number plate. Tweaks to the way the Prius+ drives has been achieved by altering the suspension set-up, adding extra soundproofing to the rear of the cabin and the engine now meets the latest Euro 6

revised from three to two outlets, and there's a more prominent 4.2-inch colour screen to display Toyota's Touch 2 multimedia system, as well as offering the option of satellite navigation, too. There's a new chrome finish for the door handles and a dark silver treatment for the switchgear and the dial for the climate control system. New additions to the equipment list include electric front seats, hill-start assist, an intelligent parking system and a new front centre armrest.





The revised Prius+ is due to go on sale in UK showrooms early next year, with prices and final specifications set to be announced nearer the on-sale date. A pair of new colours are on offer for European markets - Dark Sherry metallic and Attitude Black mica - but it's unknown whether those hues will make it to these shores.

WS in brief

The AA has extended its partnership with **FORD** to supply cars to its driving school for another three years. Around 2,000 new models will be delivered annually.

There are celebrations at **DACIA**, as the company announces that it has sold its three-millionth car since the brand's rebirth back in 2004.

An additional investment of £190 million has been announced by **FORD** for its Dagenham diesel centre to make next generation 'Panther' 2.0-litre diesel engines.

Deliveries of fuel cell versions of the **HYUNDAI** ix35 has begun to UK customers as part of a global roll-out of the world's first series-production hydrogen-fuelled car.

The Queen has officially opened the **JAGUAR LAND ROVER** engine factory near Wolverhampton in the Midlands, marking a £500m investment by the firm.

The MAZDA Demio, known as the 2 in Europe, has been awarded the title of Japanese Car of the Year 2014/2015. It's the fifth time that the company has won the title

NISSAN is celebrating the two millionth Oashgai rolling of the production line at its Sunderland plant, less than eight years after the model was first launched.

The Lord Mayor of Newcastle-upon-Tyne has taken delivery of an electric NISSAN Leaf as his mayoral limousine, making him the first mayor in the UK to make the switch.

Organisers of the PARIS MOTOR SHOW have reported visitor numbers of 1,253,513 at last month's exhibition, making it the most visited show in the world.

PSA PEUGEOT-CITROËN and **DONGFENG MOTORS** have begun construction of their fourth factory in China, with a new SUV to be built there from 2016 There's more expansion going on at **SSANGYONG**, with the appointment of 10 new dealers, bringing the total to 20 new outlets this year.

A new Supercharger has been opened by TESLA at Edinburgh Airport. It is free to use for all Model S owners that have Supercharger-enabled electric cars.

European production of **TOYOTA** vehicles passed the nine million mark last month. Six vehicle factories and three engine plants make up the company's Euro operations.

Having worked together for the past 20 years, VOLKSWAGEN GROUP and Chinese joint venture partner FAW have extended their partnership for another 25 years.

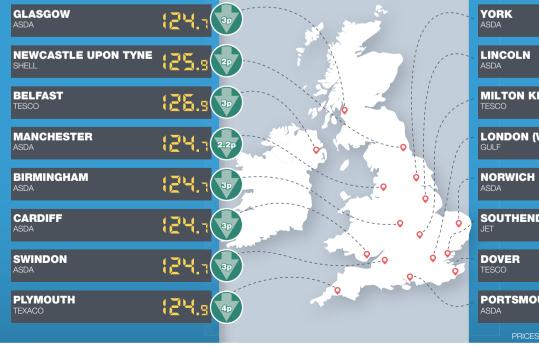
VOLVO is adding a third shift and 1,300 new jobs at its Torslanda plant in Sweden to meet demand for its cars, particularly its new XC90 SUV, which arrives here next year.

You can read more about some of these stories at WWW.DIESELCARMAGAZINE.CO.UK

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t has to be every manufacturer's nightmare. When things seem to be going so well, but suddenly a defect is discovered and a general recall is put into place. That's exactly what happened to Vauxhall just days before its new fourth-generation Corsa was due to be unveiled at the glitzy Paris Motor Show in October. A number of the company's smaller cars were affected by a steering defect which meant immediately contacting owners and getting their vehicles checked. But despite all the hassle, negative publicity and time-loss that a recall generates, can any positives be taken from the way it is handled? We caught up with Denis Chick, Director of Communications at Vauxhall Motors, and he explained how the company faced up to the recent incident head-on.

What exactly is the current recall issue and which Vauxhall models does it affect?

The recall affects recent Corsa, Corsavan and Adam models, both petrol and diesel, registered since February of this year, and concerns a small universal joint in the lower steering column.

When and how was the problem first spotted?

It was noticed during routine quality checks on components within our manufacturing plants.

Potentially how many vehicles does it affect and is it just confined

The issue is only in Europe. We expect to inspect around 50,000 vehicles to find the affected parts, which following investigation should only relate to around 8,000 vehicles.

What was Vauxhall/Opel's immediate reaction?

To contact our customers with all haste, and repair their vehicles at the earliest convenience.

Was an openly honest approach to the problem the best way to deal with it? And why? Does it gain the respect of owners and potential buvers?

The main thrust of any campaign these days is the safety of our customers, followed by minimising inconvenience. If you find a problem, own up and deal with it. In this case, we were able to advise customers using illustrations via our website, so they could do the first



check themselves, which in most cases gave their car a clean bill of health. If not, we were geared up to provide a loan car at short notice while their car was recovered and repaired. Subsequently, we invoked the agreed DVSA (Driver and Vehicle Standards Agency) process where we write to all owners to ensure nobody is missed out. Swiftness and convenience will normally far outweigh the initial disappointment that will occur when the recall is first advised.

What do owners need to do if they are concerned?

Carry out the initial check, then either contact our customer assistance team, their local retailer, or the AA. All are there to help.

How long does the repair work take and what is involved in solving it? Is it all completed free of charge?

It takes about 30 minutes to replace the joint, and it is carried out completely free of charge.

Are the customers inconvenienced at all - you mentioned courtesy cars?

All customers wishing to continue their mobility are being offered a courtesy car whilst the work is completed.

You spoke about the assistance of the AA in the 'fixing' procedure - how did that come about and how are they working with you?

The AA is Vauxhall's roadside assistance provider. They are there to recover vehicles with problems and also to provide courtesy cars, so a perfect match for our needs in this recall. They are also a 24/7 business, so very convenient for customers to call, literally at any time.

The problem was highlighted just before the grand unveiling of the new Corsa at the Paris Motor Show - did that put a damper on things a little?

Not at all, for the reasons given above. Recalls are common place in the global motor industry and can range from a handful of cars with small problems, to many thousands of vehicles with serious safety issues. The bottom line is to deal with it and the customer will forgive. We saw no impact on the launch, or in the sales of the Corsa.

Are there any measures or steps that can be taken to prevent a similar problem occurring in future models?

There is always a cross reference to other products. Indeed, the very component in question here is used by other manufacturers, so our supplier is also heavily involved in this case. As yet there is no apparent evidence that this campaign goes beyond Vauxhall and Opel.

Can any positives be taken from this negative - maybe the efficient, no-fuss way it was handled?

The positive is to see a satisfied customer back in their car and driving safely. That's all down to the safety culture that now prevails and the desire to keep our customers mobile. It's the one reason that they buy our cars in the first place.

In the US, General Motors was fined \$35m (£20.8m) earlier this year for delaying a recall regarding faulty ignition switches - has this changed the way incidents are dealt with now?

Absolutely. It has changed the culture and the whole internal system and processes for dealing with these matters. In fact, I would venture to suggest that this has woken up the world's motor industry to honesty and transparency in this area.

Maxine Ashford D

AUDI DEVELOPING E-DIESELS

ar buyers with a social conscience who feel they really ought to be more enthusiastic about pure electric vehicles (no internal combustion engine to give support), but also possess sufficient common sense to maintain a healthy scepticism, will be relieved to know that German car maker Audi is progressing its drive towards a solution that would allow them to sleep at night. It is called e-diesel and its potential is growing – literally.

Audi is increasingly confident that it will be able to offer the microorganism-derived synthetic fuel at the pumps. It reckons a car burning e-diesel will achieve what it terms "a good carbon footprint similar to that of a battery electric car using electricity produced from renewable sources." And e-diesel does not have nasty sulphur or aromatics. Will your current trusty diesel engine accept a diet of e-diesel? Yes, says Audi: "No major modifications are required." But it is giving no further details at present. It will ignite enthusiastically in the cylinders of your car and there is no problem mixing it with regular diesel from a local filling station that may not immediately stock the new wonder fuel.

Audi has been developing e-diesel (and e-ethanol) with the American company Joule, for several years now, with the aim of delivering a fuel that does not drain the Earth's natural resources.

Audi's sustainable energy project specialist,

Michael Krieger, says it will be possible to produce e-fuels on an industrial scale more cheaply than an oil refinery processes today's diesel fuel: "By 2020, we will be able to produce e-diesel at a similar cost level to that of fossil fuel."

How is it done? The recipe includes water, CO2, specially grown micro-organisms and lots of solar energy, typically the levels found in the world's deserts, although this could raise an eyebrow regarding possible geopolitical connotations in some areas of the world. Together, Audi and Joule have established a demonstration facility in New Mexico, USA, an area of high solar radiation. The single-cell micro-organisms measure less than one thousandth of a millimetre. Like plants, they grow via oxygenic photosynthesis utilising sunlight and CO2 to form carbohydrates. This can be achieved in either salt or waste water, not processed clean water, which would involve the application of energy. Using photo-synthesis, Krieger and his colleagues have ensured that the genetically modified micro-organisms produce long-chain alkanes, an essential element of diesel fuel in what essentially are long hosepipes. During the development phase, these are about 100 metres long.

Audi describes e-diesel as a "very pure" fuel compared to regular diesel, created using a mix of hydrocarbon compounds and by applying a combination of computer and nanotechnologies to facilitate the high



...e-diesel does not have nasty sulphur or aromatics.

speed programming of the micro-organisms. "You take billions of them at once and within seconds the required genetic modification can be achieved," says Krieger. Audi also describes e-diesel as being "virtually climate neutral", only releasing as much CO₂ during combustion as that involved in creating the fuel. A by-product of oxygenic photosynthesis is oxygen.

When will e-diesel be on sale? Diesel Car will make sure that we are the first to know!

Stuart Birch



>>>THIS MONTH >>>>>>>> THIS MONTH



A month in the world of motoring

12TH OCTOBER 2014

Anyone that lives in the South East of England will know what a pain the M25 is. You really can't judge how long a journey is going to take, because the road conditions can be so variable. A journey that normally takes 30 minutes can take hours, and that is what happened to me today. Joining the motorway at junction 31, I expected a short delay while travelling across the Dartford Bridge, but soon after joining the slip road, the traffic came to a halt, and that was how it stayed for the next hour. An 'incident' had closed the road, causing a ten-mile tailback.

The time spent twiddling my thumbs gave me plenty of time to ponder how quickly the decision is taken to close the roads these days. Rather than trying to get the traffic flowing as quickly as possible, there's often more care taken to preserve the scene of the accident, no doubt down to the worry that the Police and Highways Agency will be sued for not collecting all of the evidence as to how the collision happened in the first place. And in the meantime, it is you and I that are penalised, forced to sit in rows of traffic, late for work, missing meetings and arriving late for flights.

Surely the main priorities should be firstly for preserving life, and then minimising the inconvenience to all other road users. The accident has happened, get the wreckage off the road, or isolate it into a small area and get the road moving!

13TH OCTOBER 2014

I'm sat on the M25, at a halt, in a similar place to yesterday - it's like Groundhog day! Sat still, bumper to bumper, but today, it simply looks like sheer weight of traffic. This part of the M25 is like a funnel, channelling multi-lanes of traffic into toll booths to pay the £2 fee, and then it's a race to get away from the line. It won't be long until the payment process is set to be automated, and the powers that be reckon that the queues will subside. I doubt that will happen, it'll just occur somewhere else on the overcrowded highway.

It's been announced that the big changeover will occur from 6am on



Sunday 30th November, to coincide with an increase in cost to £2.50. But rather than stop and throw your money into the large money grabbing bin, you'll have to make a payment online for what they now call 'Dart Charge', or set-up a pre-pay account where you register your car in advance and payments are taken automatically as you use the crossing. Payment has to be made by the end of the following day, otherwise a hefty penalty notice is issued. The way it operates is similar to London's

congestion charge, so if you've got experience of using that, you'll already be ahead of the game. There's more information available on how to register by logging onto www.gov.uk/paydartford-crossing-charge.

Over the coming months, the road layout will be remodelled and this will no doubt cause misery over the festive period on roads that are already full to bursting. Our map shows what the layout will become - let's hope it is achieved with the minimum of inconvenience!





The Saab 9-3 2.2 TiD was the star car on the cover of the Christmas 2002 issue of Diesel Car, with our testers reporting that "the car is a quantum leap in all-round ability over the under-achieving incarnation that preceded it". Elsewhere, John Kendall tested the Mercedes-Benz Viano, commenting that it was "expensive by midi-MPV class standards" and "the 1.7-litre diesel doesn't sparkle either, struggling to

propel the Viano." On the upside, he reported that "no other fiveseat MPV offers as much room for its occupants." Bob Cooke put the Kia Carens through its paces and said "the styling, inside and out, may not be particularly exciting, but the Carens is a quite practical five-seater" and furthermore reporting that it was "easy to drive, very well equipped and very reasonably priced". Our testers got behind the wheel of the Ford Fusion, Mercedes-Benz C-Class Sports Coupé and Renault Espace, too.

MARKETPLACE

ctober marked the point where more than two million vehicles were registered, the first time that this has happened since 2007, back when the global recession began to bite. This month showed a rise in registrations of 14.2 per cent compared to a year ago, the second largest increase this year. Despite the bad publicity that diesel vehicles have garnered over the past few months, diesel sales continue to outstrip petrol power, with 51.9 per cent of all new cars sold in October 2014 powered by the fuel. Two per cent were alternatively fuelled, leaving petrol power at 49.9 per cent.

Electric cars are seeing a significant rise in popularity, with registrations of pure electric vehicles doubling compared to a year ago. Plug-in hybrid and range extending vehicles have

seen even greater popularity, with the forecast that they will quadruple by the year's end. Much of this is down to the increased choice that is on offer, with more than 20 different vehicles to choose from compared to just six back in 2011.

Nissan's Juke took the number five spot this month in the best sellers list, even overtaking its stablemate the Qashqai. During October, diesel power accounted for 52 per cent of all Juke sales, while two-thirds of all Qashqais were diesel propelled. Vauxhall had a mixed month, with the Astra dropping down to tenth place in both the overall and diesel best sellers list. These results meant that the mid-sized Astra was in fourth place in the medium car segment this month, behind the Ford Focus, Volkswagen Golf and Audi A3.

BEST SELLERS

	OCTOBER 2014		YEAR-TO-DATE	
1	Ford Fiesta	9,157	Ford Fiesta	116,087
2	Ford Focus	7,116	Ford Focus	74,131
3	Vauxhall Corsa	6,184	Vauxhall Corsa	68,877
4	Volkswagen Golf	5,683	Volkswagen Golf	64,347
5	Nissan Juke	4,311	Vauxhall Astra	51,043
6	Nissan Qashqai	4,287	Nissan Qashqai	43,207
7	Volkswagen Polo	3,968	Volkswagen Polo	40,740
8	Audi A3	3,902	Audi A3	39,468
9	MINI	3,755	Fiat 500	38,096
10	Vauxhall Astra	3,561	Nissan Juke	32,658

DIESEL BEST SELLERS

	OCTOBER 2014		YEAR-TO-DATE	
1	Volkswagen Golf	3,941	Volkswagen Golf	44,305
2	Ford Focus	3,491	Ford Focus	35,933
3	Nissan Qashqai	2,861	Nissan Qashqai	29,235
4	Mercedes-Benz C-Class	2,577	BMW 3 Series	28,081
5	Audi A3	2,365	Vauxhall Insignia	24,202
6	Nissan Juke	2,264	Audi A3	24,152
7	Vauxhall Insignia	2,244	Mercedes-Benz E-Class	21,890
8	BMW 3 Series	2,097	Vauxhall Astra	21,350
9	Ford Kuga	1,914	Mercedes-Benz C-Class	20,908
10	Vauxhall Astra	1,829	Ford Kuga	19,826

BEST SELLING CAR MAKERS

	3.42%
1 Ford 24,221 13.48% Ford 286,975 13	7.72/0
2 Vauxhall 19,005 10.58% Vauxhall 229,362 10	0.73%
3 Volkswagen 15,495 8.62% Volkswagen 184,157 8	3.61%
4 Audi 12,893 7.17% Audi 139,380	5.52%
5 Nissan 11,934 6.64% BMW 124,078	.80%
6 BMW 10,558 5.87% Nissan 118,824	5.56%
7 Mercedes-Benz 8,741 4.86% Mercedes-Benz 107,837	5.04%
8 Toyota 6,233 3.47% Peugeot 91,285	.27%
9 Kia 5,981 3.33% Toyota 82,288	3.85%
10 Hyundai 5,892 3.28% Citroën 72,290	3.38%

NEW CAR REGISTRATIONS

	OCT 2014	MARKETSHARE %	YEAR-TO-DATE	MARKETSHARE %
Total sales	179,714		2,137,910	
Diesel sales	93,192	51.9%	1,067,425	49.9%
Petrol sales	81,830	45.5%	1,027,951	48.1%
Alternative fuel sales	4,692	2.6%	42,534	2.0%
Electric sales	1,708		10,511	
Diesel hybrid sales	166		2,386	
Petrol hybrid sales	1,706		29,636	

REGISTRATION WINNERS

		REGISTRATIONS – OCTOBER 2014	REGISTRATIONS – OCTOBER 2013	INCREASE %
1	MG	188	36	422.22%
2	Mitsubishi	1,784	439	306.38%
3	Maserati	97	32	203.13%
4	Subaru	216	105	105.71%
5	SsangYong	127	62	104.84%
6	Lexus	1,096	719	52.43%
7	Nissan	11,934	8,346	42.99%
8	Volvo	3,946	2,772	42.35%
9	Dacia	2,047	1,442	41.96%
10	MINI	5,262	3,904	34.78%

REGISTRATION LOSERS

		REGISTRATIONS – OCTOBER 2014	REGISTRATIONS – OCTOBER 2013	DECREASE %
1	Chevrolet	10	700	98.57%
2	smart	183	365	49.86%
3	Chrysler	108	139	22.30%
4	Honda	3,028	3,641	16.84%
5	Peugeot	5,867	6,859	14.46%
6	Alfa Romeo	356	416	14.42%
7	Skoda	5,078	5,641	9.98%
8	Land Rover	3,695	3,965	6.81%

Just eight manufacturers of diesel and alternative fuel vehicles saw a decrease this month.



WHAT'SNEW

AUDI

A new great value edition of the A3 and A3 Sportback has been announced by Audi, boasting satellite navigation, cruise control, rear parking sensors and 16-inch Y-spoke alloy wheels. Prices start at £21,575 for the A3 SE Technik 1.6 TDI three-door and rise to £25,025 for the A3 Sportback

SE Technik 2.0 TDI S tronic. Aimed at the fleet market and private buyers that desire a high specification at an affordable price, the new models are available to order now. On 1.6-litre TDI versions, CO2 emissions are as low as 99g/km, with combined fuel economy figures of 74.3mpg.



FORD

The prices for the eagerly awaited Focus ST diesel have been announced with costs that mirror the petrolpowered edition. Available to order now, and arriving in showrooms in February, the hatchback ST-1 costs £22,195, the ST-2 is priced at £23,695 and the flagship ST-3 wears a price tag of £25,995. Estate variants carry a price premium of £1,100 over the comparable hatchback edition. Packing 182bhp and 295lb ft of torque, yet emitting just 110g/km of CO₂, the Focus ST diesel is aimed squarely at Volkswagen Golf GTD territory, with all three editions undercutting the VW-badged car. ST-1 models feature 18-inch alloy wheels, Recaro sports seats and keyless start, as well as Ford's SYNC system, while ST-2 variants

boast part-leather upholstery, LED daytime running lights, a heated front windscreen, automatic headlights and wipers, dual-zone climate control and an auto-dimming rear view mirror. The top-ofthe-range ST-3 versions also include bi-Xenon headlights, rear parking sensors, full leather upholstery, cruise control, heated front seats, DAB digital radio with eightinch touchscreen, as well as dark metallic alloy wheels, red brake callipers and rear privacy glass. A range of seven different colours are available, including Stealth, exclusively available on the ST-3, Deep Impact Blue which is one of Ford's most popular hues nowadays, and Tangerine Scream - a vibrant orange - which is depicted in the photograph below.



FORD



Since the new Kuga was launched last year, more than 200,000 examples have been sold across Europe. Now, the company is hoping that a fresh range of engines, featuring greater frugality and extra power, will win additional buyers. Out go the 138 and 161bhp editions of the 2.0-litre TDCi engine, to be replaced by Euro 6 emissions compliant versions packing 148 and 181bhp respectively. At the same time, CO2 emissions drop down from 139g/km to just 122g/km for entrylevel models, equating to an improvement in fuel efficiency from 53.3 to 60.1 mpg. At the flagship of the line-up, the all-wheel-drive automatic, CO2 emissions reduce from

162 to 140g/km, and fuel consumption jumps from 45.6 to 52.3mpg. The efficiency enhancements result in a price increase of between £280 and £295, depending on version. At the same time, three new colours are introduced tiger eye, a metallic orange, magnetic, which is a metallic dark grey, and Ruby red, a rich and lustrous pearlescent red. Ford's innovative SYNC system with AppLink also makes its debut, which allows owners to use musicstreaming services and utilise voice activated applications. As before, there's a choice of four trim levels - Zetec, Titanium, Titanium X and Titanium X Sport - with prices now starting at £22,695, and rising to £33,530.

HOT

A trio of new cars join the long-term fleet this month - a Honda Civic Tourer, Peugeot 308 SW and Volvo V40 Cross Country. Our researchers have been investigating the kind of discounts that are available, and the Peugeot and Volvo top the polls for the biggest savings available. A whopping 28 per cent discount is on offer for lucky buyers of the Peugeot 308 SW, with a £6,076 saving, while buyers of the Volvo V40 Cross Country can expect discounts of 18 per cent, meaning £5,102 off the list price.

Volvo V40 Cross Country

Trim	D4 SE Nav Geartronic
Full price	£28,320
Discount price	£23,218
Saving	£5,102
Percentage saving	18%
Where	www.broker4cars.co.uk



Peugeot 308 SW

Allure 1.6 BlueHDi
£21,645
£15,569
£6,076
28%
www.buyacar.co.uk



GOING. GOING.

Here we mention all of the cars that have been deleted from the car maker's price lists this month, so there's no excuse in getting caught out buying an outdated model. There are likely to be some pretty good savings at dealers that are extra keen to shift the old stock, so choosing one could work out quite cheaply for a canny buyer. But beware, do your sums thoroughly to make sure you don't get stuck with a car that no-one wants when you come to sell it further down the line

Audi A6 Hybrid 2.0 TFSI

Ford Focus (all pre-facelift versions) Ford Mondeo (all previous generation models)

Nissan Pathfinder

Peugeot 308 Access 1.6 e-HDi Peugeot 308 Allure 2.0 BlueHDi Peugeot 308 Feline (all engines) Peugeot 308 SW Access 1.6 e-HDi Peugeot 308 SW Allure 2.0 BlueHDi Peugeot 308 SW Feline (all engines)

Suzuki Grand Vitara

PRICE SCHANGES

AUDI ...

The cost of all Audi A3 models has increased, with SE versions priced at £250 extra. with Sport and S line editions costing £470 more. The lineup now kicks off at £20,825 for the A3 SE 1.6 TDI threedoor, rising to £35,265 for an A3 Cabriolet S line 2.0 TDI quattro S tronic.

PEUGEOT

A rejig of the Peugeot 308 lineup sees a number of models being discontinued from the line-up, together with a price rise of £250 for all mid-range Active versions. The cheapest 308 hatchback Active 1.6 HDi 92 now costs £18.545. up from £18,295, while the 308 SW Active BlueHDi 120 is priced at £20,445, previously £20,195.

PEUGEOT

Prices for Peugeot's new 308 GT diesel model have been announced, alongside a new GT Line trim level that replaces Feline in the company's lineup. The cost of the 178bhp 2.0-litre BlueHDi GT automatic model is set at £25,845 for the hatchback and £26,545 for the SW estate. Available to order now, the new cars arrive in showrooms early next year. Standard equipment includes 18-inch alloy wheels, a leather steering wheel with red stitching, a twin exit exhaust with piano black rear diffuser, and rear privacy glass, as well as a Sport Pack that allows drivers to adjust the sensitivity of the steering, engine and gearbox. The ride height is

lowered by seven millimetres at the front and ten at the rear, with sequential direction indicators replacing the front fog lights that feature on other 308 models. More affordable GT Line versions are offered with either the 114bhp 1.6-litre HDi engine or a pair of 148bhp 2.0-litre BlueHDi variants with a choice of six-speed manual or automatic transmission. Prices start at £22,095, rising to £25,095. Key features include half Alcantara seat trim with red stitching and aluminium pedals and sill protectors, as well as satellite navigation, all-round parking sensors and rear camera, dual-zone climate control and LED daytime running lights.



N THE - PIPELINE



Alfa Romeo Giulia BMW 3 Series challenger 2016 Audi A1 Facelifted supermini Spring 2015 Audi A3 Sportback e-tron Plug-in hybrid edition January 2015 Audi A4 All-new compact exec 2015 Audi A6 Updated large car Autumn 2014 Audi A7 Sportback Facelifted hatch Autumn 2014 Audi Q3 Facelifted small SUV Spring 2015 Audi Q3 Facelifted small SUV Spring 2015 Audi Q5 All-new SUV 2016 Audi Q7 Full-size 4x4 2015 Audi TT Third gen sports car December 2014 Audi TT New open-top car March 2015 BMW 216d Active Tourer More power November 2014 BMW 220d xDrive Active Tourer More power November 2014 BMW 220d xDrive Active Tourer Wew T-seater November 2014 BMW 25 Series Active Tourer Wew T-seater 2015 BMW 3 Series Facelifted compact exec 2015 BMW 3 Series Facelifted compact exec 2015		
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Hyundai i40	Updated large car		2015
Hyundai ix35	New crossover		2015
Infiniti Q30	Compact hatchback		2015
Infiniti QX30	Crossover vehicle		2015
Jaguar XE	New baby Jaguar	Summer	
Jaguar Crossover	Premium SUV		2015
Jaguar XF	All-new saloon		2016
Jaguar XJ	Facelifted saloon	Autumn	2014
Jeep Renegade	Compact 4x4	ebruary	2015
Kia Rio	Facelifted small car	Spring	2015
Kia Venga	Updated mini MPV	Spring	2015
Kia cee'd	Revised medium car		2015
Kia pro_cee'd	Facelifted edition		2015
Kia Soul EV	All-electric car	Autumn	2014
Kia Optima	Fresh new car		2015
Kia Sorento	New off-roader	Spring	2015
Land Rover Defender	All-new off-roader		2016
Land Rover Discovery Sport	Brand new SUV	January	2015
Land Rover Discovery Sport eD4	New 2.0-litre engine		2015
Land Rover Discovery	Next generation car		2016
Lexus NX	Compact SUV No	ovember	2014
Lexus RC	New sports car		2015
Mazda2	Stylish supermini	January	2015
Mazda5	New seven-seat MPV		2015
Mazda6	Facelifted large car		2015
Mazda CX-3	Baby crossover		2015
Mazda CX-5	Updated crossover vehi	cle	2015
Mercedes-Benz B-Class	Facelifted MPV	Autumn	2014
Mercedes-Benz CLA Shooting Brake	eLifestyle estate edition		201
Mercedes-Benz C-Class Coupé	Two-door edition		2015
Mercedes-Benz C-Class Convertible	eNew soft-top		201
Mercedes-Benz GLK-Class	Medium SUV		2016
Mercedes-Benz M-Class	Facelifted off-roader		201
Mercedes-Benz M-Class Hybrid	Plug-in variant		201
Mercedes-Benz V-Class	MPV makeover	July	201
MINI Clubman	New estate edition		201
MINI Convertible	Soft-top MINI		201
MINI Countryman	Replacement crossover		201
Mitsubishi ASX	New crossover		201
Mitsubishi Shogun	Full-size SUV		201
Mitsubishi L200	New pick-up		201
Nissan Micra	All-new supermini		2016
Nissan Navara	New pick-up		201
Peugeot B-Sector MPV	New baby MPV	Autumn	201
Peugeot 308 GT Line	Sports trim level	January	201
Peugeot 308 GT 180	New 178bhp diesel	January	201
Peugeot RCZ	Second generation car		2016
Peugeot Partner Tepee	Facelift		201
Porsche Macan S e-Hybrid	Plug-in hybrid		201
Porsche Panamera	New four-door car		2016
Range Rover Evoque Cabriolet	Soft-top edition		201



If you've got your eyes on a new car, then this is going to be the most valuable part of the magazine. This is the place that most car makers won't want you to see as we list all of the new models that are due to be unveiled in the near future. Before you decide to buy, make sure that you check that a replacement isn't due imminently, as this will no doubt affect the value of your prospective purchase. You won't get this kind of advice from your dealer, as they'll be keen to shift the outdated metal and will no doubt deny a new model's existence. But believe us, our information is 100 per cent rock solid, with our advance information coming from insiders that work within the car industry. You won't find a more comprehensive guide anywhere in the business.



Renault Megane	All-new hatchback 2	2015
Renault Medium Crossover	Big brother to the Captur 2	2015
Renault Scenic	MPV replacement 2	2015
SEAT Ibiza	New small car 2	2015
SEAT Leon X-perience	Four-wheel-drive model Winter 2	2014
SEAT SUV	New off-roader 2	2016
Skoda Fabia	All-new supermini February 2	2015
Skoda Fabia Estate	Roomier edition 2	2015
Skoda Fabia GreenLine	New 82g/km version Autumn 2	2015
Skoda Roomster		2015
Skoda Superb	3	2015
Skoda Large SUV		2016
SsangYong Baby SUV	Compact crossover Summer 2	2015
Subaru Forester 2.0D Lineartronic		2015
Subaru Outback	Replacement estate car Spring 2	
Suzuki Vitara	Compact crossover April 2	
Toyota Auris		2015
Toyota Prius	,	2015
Toyota Prius+	Facelifted hybrid MPV Spring 2	
Toyota Avensis 1.6 D-4D		2015
Toyota Avensis	741 11017 1110401	2016
Toyota Hilux		2015
Vauxhall Corsa	Refreshed small car Spring 2	
Vauxhall Meriva		2016
Vauxhall Astra		2015
Vauxhall Mokka 1.6 CDTi	New 1.6 CDTi engine Spring 2	
Vauxhall Zafira Tourer 2.0 CDTi	New unit Spring 2	
Vauxhall Zafira		2016
Vauxhall Insignia 2.0 CDTi	New 2.0-litre engine Spring 2	
Volkswagen Golf GTE	New plug-in Golf Autumn 2	
Volkswagen Golf Alltrack	New 4x4 estate Summer 2	
Volkswagen Jetta	Facelifted saloon December 2	
Volkswagen Passat	All-new large car January 2	
Volkswagen Passat GTE	New plug-in hybrid October 2	
Volkswagen Passat Alltrack		2015
Volkswagen Touran		2015
Volkswagen Tiguan		2015
Volkswagen Touareg	Facelifted off-roader November 2	
Volvo D2, D3, D5 engines	New 2.0-litre units May 2	
Volvo S60 Volvo S90		2017 2016
Volvo S90 Volvo V40	Flagship saloon 2 Refreshed hatch Autumn 2	
Volvo V40 Volvo V60		2015 2017
	Fresn estate car Lifestyle estate June 2	
Volvo V60 Cross Country Volvo V90	,	2015 2016
Volvo XC60	•	2016 2017
Volvo XC90	All-new SUV April 2	
ADIAO VORO	April 2	010

JAGUAR XE





NEW CITROËN GRAND C4 PICASSO

The multi award winning 7 seat New Grand C4 Picasso is ahead of the competition for CO2 emissions, fuel efficiency and space. In fact, it boasts the biggest boot and the most interior space for 7 people in its class. And its diesel CO2 emissions are so low, there's no road tax to pay.* What Car? magazine's Car of the year is out on its own.

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CRÉATIVE TECHNOLOGIE



Official Government Fuel Consumption Figures (litres per 100km/mpg) and CO₂ Emissions (g/km). Highest: New Citroën Grand C4 Picasso VTi 120 manual: Urban 8.5/33.2, Extra Urban 4.9/57.6, Combined 6.3/44.8, 145 CO₂. Lowest: New Citroën Grand C4 Picasso e-HDi 90 Airdream ETG6: Urban 4.2/67.3, Extra Urban 3.5/80.7, Combined 3.8/74.3, 98 CO₂. MPG figure based on combined cycle. Achieved under official EU test conditions. Intended as a guide for comparative purposes only. Figure may not be reflected in actual on-the-road driving conditions.



he Skoda Fabia helped put the once maligned Czech manufacturer back on the map across Europe with its great value, spaciousness and low running costs. The all-new third generation Fabia might not be as cheap as it once was, but even more space, equipment and better efficiency than ever could still give it the nod over the Corsa and Fiesta by some buyers.

Slightly shorter overall, but with a longer wheelbase, the Fabia is underpinned by the Volkswagen Group MQB modular platform, giving it a theoretical advantage over the ageing Polo. It's also lower and has a 30 millimetre wider track than the outgoing Fabia, with its relatively top-heavy stance. Through a series of tightening corners, the new Fabia certainly feels surefooted, with more grip than the outgoing car. But its steering is nowhere near as communicative as a Fiesta's, so the Fabia feels 'safe' rather than 'fun'. Skoda's move to a 1.4-litre three-cylinder diesel has given the Fabia a new dose of character. We first tested it in its 104bhp quise and found it willing and happier to rev than the four-pot of the same output. Some may find it slightly gruff under acceleration, but we rather liked its charismatic soundtrack. An 89bhp version comes with the same five-speed manual or the option of a DSG automatic transmission, which we also sampled. With little performance penalty, we'd choose the entry-



Model tested	SE L 1.4 TDI
Price	£16,840
Built	Mladá Boleslav, Czech
	Republic
Layout	5-door hatchback, 5-seats,
	front-wheel-drive
Engine	1422cc, 3-cylinder,
	turbodiesel with stop-start
Transmission	5-speed manual
Power output	104bhp at 3,500 to 3,750rpm
Maximum torque	184lb ft at 1,750 to
	2,500rpm
Top speed	120mph
Acceleration 0-62mph	10.1secs

level engine with a manual gearbox and pocket the saving or use it to step up to a higher trim level. Being more aerodynamic and with a large number of efficiency measures, the Fabia posts impressive economy figures of between 78.5mpg and 83.1mpg, with a 91mpg GreenLine edition set to arrive later in 2015. We managed 57mpg with a heavy right foot, but greater familiarity with the car and roads would have seen this figure improve.

The Fabia's interior is arguably its main area of improvement, with generous standard equipment including DAB digital radio and Bluetooth fitted as standard. It's still worth stepping up to SE for its air conditioning and alloy wheels, making the car more enjoyable and ensuring it holds its value better. Choosing SE L turns the Fabia into a pint-sized Octavia, with cruise control, keyless start and climate control included within the price. Previous Fabia's have been practical albeit rather dour inside but this third generation model turns this on its head with a stylish dashboard accent trimmed in black, grey, silver or white. It's just a shame that the plastics aren't of the latest softtouch variety, though. SE and above also get a clear touchscreen with a Mirrorl ink cable to display apps running on an Android

CO ₂ emissions (tax band)	90g/km (A) Euro 6
Economy (urban/extra urban/combined)	70.6/85.6/80.7mpg
Fuel tank size/range	45 litres/799 miles
Benefit in kind tax liability	14%
Insurance group	tba
Size (length/width without mirrors)	3,992/1,732mm
Boot space (minimum/maximum)	330/1,150litres
Kerb/max towing weight	1,165/1,200kg
Euro NCAP safety rating	****
DieselCar rating	****



On sale	Now
In showrooms	February 2015
Prices	£14,090 to £17,240
Bodystyles	5-door hatchback
Engines	1.4 (89bhp), 1.4 (104bhp)
Trim levels	S, SE, SE L
Also consider	Ford Fiesta, Peugeot 208,
	Vauxhall Corsa

smartphone (including satellite navigation) through the display. Space is another strong point, with ample room in the front and the back for four adults. Despite the lower roofline, headroom matches the outgoing model. Its 330-litre boot is class leading (and larger than a Ford Focus) and has neat features like a plastic partition to hold a few shopping bags securely. It's a shame the rear seats only flip forward and don't fold flat, but 1,150 litres of room isn't to be sniffed at. A large glass area around the car also makes the Fabia one of the easiest superminis to see out of.

Andy Goodwin 🝱



hile you'd need to be an Audi anorak to spot all the external changes to the latest Audi A6 saloon and estate, there are enough technology and powertrain improvements to make a Mercedes-Benz E-Class and BMW 5 Series salesman's life a little more difficult when trying to sell their wares.

The chassis remains pretty much untouched, but the big news in front-wheel drive models is the replacement of Audi's multitronic CVT gearbox with a seven-speed S tronic dual-clutch automatic transmission, resulting in faster shifts and greater efficiency. The ultra 2.0 TDI S tronic with 187bhp now shuffles quickly through the ratios, lending the whole car a more sophisticated feel. We also sampled the 268bhp 3.0TDI quattro replacement for the 242bhp model, whose power now exceeds both the 530d and E 350 BlueTec. It'll hit 62mph in 5.5 seconds and never feels like it's breaking into a sweat. If you want a car to smother bumps, you're still better off with an E-Class, however. Our S line saloon was fitted with 18-inch wheels and optional air suspension and rode firmly around town, but did become increasingly settled at a faster pace. Ensure you opt for comfort suspension if you choose the S line trim without adaptive ride, because the sport and S line set ups will be firm. Audi's 'Drive Select' system offers a myriad of settings for the steering weight, suspension and gearbox, but we found leaving it in 'Auto' or 'Individual' - where you can mix and match - the best of both worlds.



Model tested	S line 2.0 TDI ultra Automatic
Price	£35,935
Built	Neckarsulm, Germany
Layout	4-door saloon, 5-seats,
	front-wheel-drive
Engine	1968cc, 4-cylinder, 16-valve,
	turbodiesel with stop-start and
	selective catalyst reduction
Transmission	7-speed twin-clutch
	automatic
Power output	187bhp at 3,800 to
•	4,200rpm
Maximum torque	295lb ft at 1,750 to
·	3,000rpm
Top speed	144mph

8 2secs

Since its launch, the A6's upmarket cabin has been a real selling point, so it's unsurprising very little has changed. Materials, controls and the updated MMI infotainment system all feel top notch in terms of their quality and operation. A new aluminium inlay, gear lever design and standard four-zone climate control are just the cherry on top of an already appetising cake. Decently sized side and rear windows ensure visibility isn't a problem, but we were conscious of the A6's width and it never seemed to shrink around us like a Jaguar XF does on the move. Refinement has been improved, with the sixcylinder diesel engine particularly civilised.

Acceleration 0-62mph

Four adults can travel in supreme comfort, but five would feel a bit of a squeeze. The saloon's 530-litre boot sits directly between the ten litre-smaller 5-Series and larger E-Class, while the A6 Avant has 565 and 1,680 litres and is expected to be a popular choice. The business-focussed A6 ultra wasn't launched long ago, but Audi has improved it further, with the S tronic saloon returning 67.3mpg and CO2 emissions of 109g/km, dropping it one tax band, so vehicle excise duty now costs £20. Most of this improvement is thanks to the S tronic (a six-speed manual is also available) gearbox, with a 'coasting' function and

CO ₂ emissions (tax band)	110g/km (B) Euro 6
Economy (urban/extra urban/combined)	60.1/72.4/67.3mpg
Fuel tank size/range	73 litres/1,081 miles
Benefit in kind tax liability	18%
Insurance group	tba
Size (length/width with mirrors)	4,933/2,086mm
Boot space (minimum/maximum)	530/995 litres
Kerb/max towing weight	1,660/1,800kg
Euro NCAP safety rating	* * * * (pre-facelift tested)
DieselCar rating	****



On sale	Now
In showrooms	December 2014
Prices	£31,955 to £52,860
Bodystyles	4-door saloon and
	5-door estate
Engines	2.0 (187bhp), 3.0 V6
	(215bhp), 3.0 V6 (268bhp),
	3.0 V6 (316bhp)
Trim levels	SE, S line, Black Edition
Also consider	BMW 5 Series, Jaguar XF,
	Mercedes-Benz E-Class

upgrades to the stop-start system. The Avant version of the ultra also features glass-fibre reinforced polymer (GFRP) suspension springs, weighing 40 per cent less than comparable items made from steel. Six-cylinder models boast serious economy gains too, with the 3.0 TDI 215bhp saloon improved by eight per cent and the 3.0 TDI 268bhp unit up 15 per cent to 55.4mpg, thanks in part to new cylinder heads and a modified chain drive. Even the flagship 3.0-litre BiTDI unit producing 316bhp manages 47.1 mpg on the combined cycle.

Andy Goodwin 🝱



panish car maker, SEAT, is going all out to ensure that its mid-sized Leon is a sales success. Whereas its predecessors were available solely as a fivedoor hatchback design, this Leon is offered with SC three-door and ST estate bodystyles, too. And to bolster the line-up further, a rugged four-wheel-drive estate version has just been added to the line-up, named X-Perience. With ground clearance increased by 27 millimetres, chunky body addenda and a fifth generation Haldex clutch system, this Leon has been beefed up in a similar vein to Audi's A4 Allroad and Skoda's Octavia Scout. On offer solely with diesel power, there's the option of 148 or 181bhp powerplants - a manual transmission is paired to the 148bhp edition, while SEAT's twin-clutch DSG automatic gearbox is mated to the more powerful unit. It's the latter that we got to test on the car's international launch.

The 2.0-litre TDI unit under the bonnet of this latest Leon is one of the best of its ilk. It's quiet and flexible, delivering strong performance no matter what the revs are. Mated to an efficient stop-start system, all versions emit 129g/km of CO2 and official figures say they are capable of 57.6mpg on the combined cycle. The DSG transmission swaps cogs in a lightning fast fashion and only the fluttering of the rev counter gives a clue that it's changed up or down. Great agility, and eminently chuckable, it's a great



Model tested	SE Technology 2.0 TDI Automatic
Price	£28,870
Built	Martorell, Spain
Layout	5-door estate, 5-seats,
	four-wheel-drive
Engine	1968cc, 4-cylinder, 16-valve
	turbodiesel with stop-start
Transmission	6-speed twin-clutch
	automatic
Power output	181bhp at 3,500 to
-	4,000rpm
Maximum torque	280lb ft at 1,750 to
	3,000rpm
Top speed	139mph
Acceleration 0-62mph	7.1secs

companion if you want to have some fun. The steering is precise, giving lots of feedback as to what the wheels are up to, while body lean is kept nicely in check with excellent composure. Thanks to the standard four-wheel-drive system, and the electronic differential lock delivering power automatically to the wheels that need it, grip is exceptionally good. But this Leon is equally placid when you just want to poodle along, with a comfortable suspension set-up that is pretty pliable, soaking up bumps and ruts nicely. Strangely, there's a little more road noise transmitted into the cabin on the 17-inch wheels with the 18-inch items much quieter though neither exactly kick up a huge racket.

The cabin of the Leon X-Perience has been lifted a little compared to the standard car. As well as a unique steering wheel and door kick plates, there's leather and Alcantara sports seats finished in brown. While the colour may not immediately sound that appealing, combined with the orange stitching, they look fantastic. They're hugely supportive, too, hugging your body when cornering, and it's easy to get a near perfect driving position thanks to lots of adjustment to both the seats and steering wheel. Space inside this

DieselCar rating	****
Euro NCAP safety rating	$\star\star\star\star$ (5-door hatch tested)
Kerb/max towing weight	1,529/1,600kg
Boot space (minimum/maximum)	587/1,470 litres
Size (length/width with mirrors)	4,543/1,975mm
Insurance group	23
Benefit in kind tax liability	21%
Fuel tank size/range	55 litres/697 miles
Economy (urban/extra urban/combined)	50.4/62.8/57.6mpg
CO ₂ emissions (tax band)	129g/km (D) Euro 6



On sale	Now
In showrooms	Winter 2014
Prices	£24,385 to £28,870
Bodystyles	5-door estate
Engines	2.0 (148bhp), 2.0 (181bhp)
Trim levels	SE, SE Technology
Also consider	Skoda Octavia Scout,
	Subaru XV

Leon is really good, with generous headroom both front and rear, and particularly in the back, there's a sizeable amount of leg and knee room. There's plenty of space around the cabin for oddments, too, including a decent glovebox and door pockets, a pair of cupholders and a large, useful cubby ahead of the gear lever. Usually the fitment of fourwheel-drive means that luggage space is compromised, but that's not the case with this Leon. The X-Perience has the same, large, square area as the ST estate at 587 litres, and can be opened up further to a massive 1,470 litres, by folding the rear seats down flat.

lan Robertson D



drivetrain in the previous generation TT Coupé line-up was the most popular last year, most would say either the 1.8 TFSI or 2.0 TFSI petrol engine, with or without quattro allwheel-drive. But they would be totally wrong, as the powerplant that proved to be most prolific last year was the 168bhp 2.0-litre TDI unit. It's surprising for a sports car that is bought mainly for its looks, but just shows that buyers like to keep their running costs in check, too, while they are posing about town. And that trend is set to continue with the new car, especially as the latest TT boasts headline figures of 110g/km of CO₂, 67.3mpg on the combined cycle, and yet still has a top speed of 150mph and can hit 62mph in just 7.1 seconds. Extraordinary figures for an extraordinary car! This time around, the TT diesel doesn't come with quattro all-wheel-drive as standard, in the interests of saving weight, though it's set to become an option and join the range sometime in 2016, along with the choice of an S tronic twin-clutch automatic transmission.

The cabin of the new TT is a work of art, with a clean sheet design and some unique touches. A 12.3-inch digital screen replaces the instruments in the new car, where the satellite navigation can dominate the cluster, along with other vital driving information. It's super clear and makes you wonder why it hasn't been done



Model tested	Coupé 2.0 TDI ultra	
Price	£29,770	
Built	Györ, Hungary	
Layout	3-door coupé, 4-seats,	
	front-wheel-drive	
Engine	1968cc, 4-cylinder, 16-v	alve,
	turbodiesel with stop-sta	ırt
Transmission	6-speed manual	
Power output	181bhp at 3,500 to 4,000)rpm
Maximum torque	280lb ft at 1,750 to	
	3,250rpm	1 T
Top speed	150mph	
Acceleration 0-62mph	7.1secs	-46

110g/km (B) Euro 6

CO₂ emissions (tax band)

before. Similarly, the ventilation controls mounted in the centre of the turbinelook air vents is an innovative and space saving design - it allows the styling of the dashboard to be much cleaner and a lot less cluttered. The driving position is close to perfection, with our test car coming with seats that hug your frame tightly - perfect to fully exploit the great agility this TT possesses. The shapely roof means there's more than enough front head room, but in the rear, taller passengers will probably only want to travel short distances. The TT works best as a two-seater, with occasional use of the rear chairs. As you would expect, everything is screwed together exceptionally well, with top quality plastics, soft surfaces and beautiful precision and attention to detail.

Compared to the outgoing car, this new TT boasts 13bhp extra power and 22lb ft of extra torque and unsurprisingly feels pretty lively off the line. Aided by the delightfully slick six-speed manual gearbox, this is one swift coupé, especially in the mid-range. But it's also a nice companion around town, too, with light controls and a docile nature, and a stop-start system that works smoothly and unobtrusively. But

Economy (urban/extra urban/combined)	57.6/76.3/67.3mpg
Fuel tank size/range	50 litres/740 miles
Benefit in kind tax liability	18%
Insurance group	tba
Size (length/width with mirrors)	4,177/1,966mm
Boot space (minimum/maximum)	305/712 litres
Kerb/max towing weight	1,265/0kg
Euro NCAP safety rating	Not yet tested
DieselCar rating	****



On sale	Now
In showrooms	December 2014
Prices	£29,770 to £32,320
Bodystyles	3-door coupé
Engines	2.0 (181bhp)
Trim levels	Sport, S line
Also consider	BMW 2 Series Coupé, Peugeot RCZ
	1 ougout Noz

show this Audi a challenging back road and it's in hog's heaven, with lots of grip, accurate, pointy steering, wonderful body control and a great level of agility that makes you want to drive faster to lap up the fun. Audi's Drive Select system, now standard on the TT, allows you to alter the sensitivity of the steering and throttle, and with an 'individual' setting giving you the option to choose the set-up that suits you. The suspension delivers a good balance between feeling sporty and giving a cushioned ride, soaking up potholes and ruts with great maturity, while Audi's uprated magnetic ride system will become available as an optional extra at a later date.

lan Robertson D



DIFFERENT STROKES

At first glance, you wouldn't necessarily put the chic new MINI five-door in the same category as the bold new Citroën C4 Cactus, however, both are vying for attention on the tarmac. Style-conscious buyers will no doubt be checking out each of these rivals to ensure maximum impact from behind the wheel, so which one gets the thumbs up from our testers? Read on to find out.

ince its arrival in 2001, the MINI has largely been the default choice for the style-conscious driver. Other cars may well have had it licked in terms of practicality and affordability, but the MINI really did set the trend. Now Citroën is hoping to grab a slice of the market where standing out and making a bold statement is all important with the launch of the new C4 Cactus. It heralds a welcome return for the company's more eccentric side, while the MINI 5-door hatch is the first time that the baby supermini has offered a pair of extra doors. Both cars offer a healthy dose of kerbside appeal, but which one makes the most sense on a day-to-day basis? The chic Citroën with its highly practical Airbumps, or the Bullish-Brit now with the added practicality of a couple of rear doors.

DRIVING EXPERIENCE



MINI Hatch



Citroën C4 Cactus

MINI fans that like to be entertained behind the wheel will be pleased to learn that the extra doors and extended wheelbase of



MINI Hatch 'oonor D

)
Price	£17,050
Built	Oxford, UK
Layout	5-door hatchback, 5-seats,
	front-wheel-drive
Engine	1496cc, 3-cylinder,
	12-valve, turbodiesel with
	stop-start
Transmission	6-speed manual
Power output	114bhp at 4,000rpm
Maximum torque	199lb ft at 1,750rpm
Top speed	126mph
Acceleration 0-62mph	9.4secs
CO ₂ emissions (tax band)	95g/km (A) Euro 6
Economy (urban/extra urban/combined)	64.2/88.3/78.5mpg
Fuel tank size/range	44 litres/760 miles
Benefit in kind tax liability	15%
Insurance group	15
Size (length/width without mirrors)	3,982/1,932mm
Boot space (minimum/maximum)	278/719 litres
Kerb/max towing weight	1,265/0kg
Euro NCAP safety rating	Not yet tested
D1 10 11	





Citroën C4 Cactus Flair BlueHDi 100

Price	£17,990
Built	Madrid, Spain
Layout	5-door crossover, 5-seats,
	front-wheel-drive
Engine	1560cc, 4-cylinder, 8-valve,
	turbodiesel with stop-start and
	selective catalyst reduction
Transmission	5-speed manual
Power output	98bhp at 3,750rpm
Maximum torque	187lb ft at 1,750rpm
Top speed	114mph
Acceleration 0-62mph	10.7secs
CO ₂ emissions (tax band)	89g/km (A) Euro 6
Economy (urban/extra urban/combined)	74.3/88.3/83.1mpg
Fuel tank size/range	45 litres/823 miles
Benefit in kind tax liability	14%
Insurance group	18
Size (length/width without mirrors)	4,157/1,946mm
Boot space (minimum/maximum)	358/1,170 litres
Kerb/max towing weight	1,225/825kg
Euro NCAP safety rating	****
DieselCar rating	****

the five-door car hasn't blunted the driving experience. The MINI remains as pin sharp as it always has been with well-weighted steering and a responsive chassis, and fantastic levels of grip through the bends. MINI says that the longer car has been fitted with uprated springs to cope with the additional weight of the larger car, but it's difficult to notice any difference between this and the three door model. The MINI's new three-cylinder diesel engine gives the Cooper D a unique soundtrack, but it's an enjoyable one. It's not intrusive and totally in keeping with the sporting pretentions. The 1.5-litre unit gives excellent pace - it's free-revving, refined and responsive - and the extra 16bhp and 12lb ft of torque is immediately apparent as soon as you accelerate away from rest. There's the option for the driver to

switch driving modes, from 'green' (for maximum fuel efficiency) to 'sport' for a faster throttle response. Truth be told, even using the most eco-friendly settings, the MINI still delivers the kind of gratification you expect from a car wearing the MINI badge.

While the MINI is all about sportiness, the C4 Cactus takes the opposite tack - here is a car that is aimed fairly and squarely at comfort. But even though it isn't as involving to drive as the MINI, there's plenty to like about the Citroën, chief amongst this is its ride. It swallows potholes and rough roads with ease, meaning that of the two cars, the Cactus would be the choice of your chiropractor. With that comfort-focused suspension comes a modicum of body roll through the bends, but it keeps this well-contained. The steering is light through town, but ultimately lacks feel, though it does add a little more weight once out of town and onto faster roads. Of the two cars, the Citroën is the cleanest and most frugal, and while relatively perky up through the gears, it is noisier than the MINI, with more of the sound from the engine permeating into the cabin.

INTERIOR AND COMFORT



MINI Hatch



Citroën C4 Cactus

After spending time in the light and airy C4 Cactus, the MINI Hatch can feel dark and claustrophobic. In fairness it's more snug than tight and MINI fans will revel in what is a masterclass in quality and premium-feel. The interior of the third generation MINI says goodbye to the quality issues of old, meaning that – even if you're able to resist the lure of MINI's lavish array of optional extras – you'll still feel like you're driving a premium product. The feel good factor of the MINI 5-door Hatch is off

Standard Equipment

MINI Hatch

15-inch alloy wheels with 175/65/R15 tyres Electric front windows and tyre repair kit Electronic stability control Air conditioning Front fog lights Anti-lock brakes with electronic brake-Hill start assist force distribution Isofix child safety seat fasteners for front Bluetooth mobile phone connectivity passenger and rear outer seats Remote central locking with keyless start DAB digital radio with USB and auxiliary sockets and four speakers Thatcham category one alarm system Driver, passenger, side and head airbags Traction control Electric and heated mirrors Tyre pressure monitors

What's Hot

Superior performance, with more power and torque on tap. Engine meets the latest Euro 6 emissions regulations. Quiet, responsive and refined powerplant is a delight. Agile handling, precise steering and superior driving experience. British—built. Absolutely classless and holds its value exceptionally well. The MiNI tic servicing package is a great bonus and much cheaper than paying for the maintenance as you go. Cheaper list price. Almost unlimited ways of personalising the MiNI. The toggle switch to start and switch off the engine is a lovely touch.

What's Not

Miserly equipment levels nowhere near as generous as the Citroën. The omission of a leather steering wheel and audio control is just penny pinching. Fuel economy and ${\rm CO_2}$ emissions not as keen as the Cactus. No facility to fit a towbar to the MINI and haul a trailer. Access to the rear seats isn't great, with the tiny rear doors hindering entry and exit. A space saver spare wheel will cost you an extra £65.

the scale, though omitting a leather steering wheel and audio controls is plain penny pinching. The company's decision to retain the retro style toggle switches means that some of the switchgear is still a bit fiddly, requiring a prolonged glance away from the road to identify which switch is which, while some, such as the rear demister, is hidden in a real blind spot, obscuring the warning light of the switch from view.

The Citroën feels by far and away the larger of the two cars, but when it comes to usability, it's a bit of a mixed bag. On the one hand you'll find genuine innovation, like the moving of the passenger airbag to the roof, freeing up space for a generous suitcase-style glovebox. A pair of screens replace the traditional instrument cluster and infotainment system, but the single cupholder, which itself is barely large enough to house a can of soft drink, let alone a fast food cup, feels like not everything has been thought through enough. The seats are big, broad, sofa-like



affairs and incredibly comfortable, and so it's very easy to settle in for a long journey. The interesting luggage-inspired interior door handles are a nice touch, but it's a shame that one-touch opening or closing of the driver's window has been omitted from the standard kit list. Similarly, the rear seats don't have a splitfold function, and the pop-out opening rear windows feel more like they've come out of a base, poverty spec model, rather than a car with a list price of almost £18k. Of course any Citroën salesman will tell you that it's all because the C4 Cactus is about simplicity, but for us it's plain disappointing.

PACE. PRACTICALITY AND







Citroën C4 Cactus ★★★★

We take our hats off to MINI in recognition of squeezing two extra doors into the hatch, and dare we say that it probably looks better than its three-door sibling? The trade-off is a pair of tiny rear doors that make access to the back seats hard and exiting equally difficult. On the plus side, even the tallest of passengers will find plenty of headroom in the back and knee room is pretty good. And while the MINI's boot will swallow most children's pushchairs, there won't be much room for anything else. Thanks to the extra pair of doors, this MINI gains an extra rear seatbelt, though the middle seat is best reserved for occasional use only, or for young teenagers.

With an extra 175 millimetres in length and a marginally bigger wheelbase, it's unsurprising that the C4 Cactus feels like the larger car. There's more than enough space for four passengers, and five if the passengers budge up, while at the rear, there's 358 litres of boot space available, which opens up to 1,170 litres if you tumble the rear seat down. But there's a snag, though, and that's because you have to flick two catches at the same time to fold the chairs down, so it's a bit more fiddly than a conventional

Standard Equipment

Citroën C4 Cactus

17-inch alloy wheels with 205/50/R17 tyres and tyre repair kit Anti-lock brakes with electronic brakeforce distribution and brake assist Automatic headlights Bluetooth mobile phone connectivity and audio streaming Climate control Cruise control with speed limiter DAB digital radio with seven-inch touchscreen, premium hi-fi, USB and auxiliary sockets, six speakers and steering wheel controls Driver, passenger, side and head airbags

Electric front windows Electronic stability control Front fog lights with cornering functionality Hill start assist Isofix child safety seat fasteners for rear outer seats Leather steering wheel LED daytime running lights Rain sensor Rear parking sensors with camera Rear privacy glass Remote central locking Satellite navigation Traction control

Electric and heated mirrors

Better fuel economy and lower CO₂ emissions, and the engine passes the tougher Euro 6 emissions standards. Fun and funky, ensuring you'll stand out, with Airbumps that shrug off car park dings and dents. Super comfortable sofa-like seating. Driving experience is designed for comfort rather than outright agility, resulting in a restful driving experience and calm, comfortable ride. Really well equipped in Flair trim, with satellite navigation, parking sensors and rear reversing camera fitted as standard. Priced keenly, there's some really good deals to be had. Unconventional design solutions provide surprises. Dashboard top cubby is handy. Screens for the instruments and infotainment system perfectly placed and easy to understand. Good sized boot and generous space inside. Lots of personalisation options.

Tyre pressure monitors

What's Not

Space saver spare wheel costs £75 extra. No one-touch opening of driver's window. Reversing camera is next to useless at night. Not quite as cheap to insure as the MINI. The steering wheel doesn't adjust for reach, just rake. BlueHDi engine isn't as quiet as its HDi and e-HDi predecessors. Misses out on a five-star EuroNCAP crash test safety rating, only scoring four stars. Optional panoramic roof robs the rear seat passengers of headroom. There's no 60/40 split on the folding rear seats.

split rear seat. There's lots of cubby holes around the cabin to store items, including handy trays, good sized door pockets and a decent sized glovebox. But the real standout feature on the Citroën is the Airbumps that are like tiny pockets of softness, a bit like bubblewrap, that are designed to protect your beloved car from parking dings and dents - the kind of cosmetic blemishes that are niggling in day-to-day car ownership. The plastic embellishments are offered in a variety of different colours to



contrast with the paintwork that you've chosen and give the C4 Cactus a more rugged, urban-tough appearance. There's no escaping that this kind of boldness won't appeal to all, however, there's no denying that it makes a rather interesting talking point when you see one for the first time in the street.

RUNNING COSTS







Citroën C4 Cactus ★★★★

Each of these cars have a distinct personality - the Citroën majoring on comfort, and the MINI delivering thrills and spills from behind the wheel. However, both have something quite important in common, and that's truly excellent eco-credentials that qualify them for tax-free motoring. The Citroën boasts superior CO2 emissions of 89g/km and fuel economy figures on the combined cycle of 83.1 mpg, despite being more generously proportioned, while the MINI trails a little behind at 95g/km and 78.5mpg, respectively. In the real world, where these kind of statistics are largely unattainable, but it's interesting to note that with the figures for the 'urban' cycle, the C4 Cactus is quoted as being able to achieve 74.3mpg, while the MINI is just over 10mpg behind it at 64.2mpg.

And while both of these cars are unlikely to be bought in large numbers by company car buyers, the Citroën's superior CO₂ emissions means that company car benefit-in-kind taxation is charged at the rate of 14 per cent, with the MINI one per cent more. The tables are turned when it comes to insurance, however, with the MINI falling into group 15, and the Cactus three groups higher. The MINI can be bought with an all-inclusive servicing package that costs just £299 for three year's worth of routine maintenance. It's called MINI tlc and is a bit of a bargain, with most new buyers opting for the worry-free plan.

EQUIPMENT AND PRICE







From a list price point of view, the MINI is the cheaper car to buy with a price tag of £17,050, with the more expensive Citroën costing £17,990. However, the tables are turned once you take a look at the lengthy list of standard kit that comes on this top-ofthe-range C4 Cactus Flair model. Items like satellite navigation, 17-inch alloy wheels, rear parking sensors and a camera are all included within the price of the Citroën, and would cost £3k extra on the MINI. It's really disappointing that you have to pay extra for a leather steering wheel and audio controls, too, with the MINI, while on both cars a space saver spare wheel means that you'll have to fork out extra. In each model, there's Bluetooth mobile phone connectivity, front fog lights and DAB digital radio, as well as electric front windows, six airbags and electric and heated door mirrors. C4 Cactus buyers can boast about having automatic headlights and wipers, though MINI owners will need to operate theirs manually unless they pay extra.

When you examine the price you pay at the dealer, things are a little different, with our researchers able to find the C4 Cactus Flair BlueHDi 100 available at just £15,393, a hefty saving of £2,597 off the list price. Representing a discount of 14 per cent, the deal was on offer at new car brokers www.new-car-discount. com. And for buyers willing to sacrifice some of the equipment for a cheaper car, the entry-level Touch BlueHDi 100 is on offer for £13,312, a saving of £2,078, while the mid-spec Feel BlueHDi 100 costs £14,272, a reduction of £2,318. By contrast, MINI dealers are much more stingy when it comes to discounts, as we were only able to find reductions of £924, representing just five per cent off the full price. Our team found the MINI Cooper D five-door on offer for £16,126 at www.broadspeed.com.

VERDICT

First place Citroën C4 Cactus

Second place -

MINI Hatch

We love the C4 Cactus and judging by the reaction of passersby, Citroën could be on to a winner. It's a sector-bending car that offers something different and demands a closer look to fully appreciate its innovation and cleverness. It's also an easy car to live with, offering something that is missing from the vast majority of new cars - character. We reckon its charm will help give it the edge over rivals that, on paper at least, are the more logical choices. The class leading residual values, a lower list price, cheaper insurance and a top-notch aftercare package are all great reasons why the new five-door MINI is set to be a runaway success. Add in a truly entertaining driving experience, an interior that has been given a boost in quality and usability thanks to the extra pair of doors and it is clear that this MINI is better than ever. But when it comes down to it, judging each of the cars on their respective merits, it's the Citroën that ticks more boxes and noses ahead by the closest of margins.



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Here we have two PSA Peugeot-Citroën rivals chasing similar customers. Both are crossover-type vehicles, but with different characters. How does the Cactus shape up against its Peugeot stablemate, and which one woos more ardently: the chunky Citroën or its more estate car-looking opposition?

mongst the growing ranks of mid-size crossover cars, the Peugeot 2008 is something slightly different. Not as in-yer-face for its styling as some, and a bit more

estate car like than most, it cuts a different track in the landscape of 4x4-looking, compact hatchback-sized models. Compared with the C4 Cactus, the 2008 is more ordinary looking,

a car that blends in with the crowd rather than trying to stand out from it. It does have a clever trick up its sleeve though, to rival the novelty of those Cactus air bumps.

DRIVING EXPERIENCE

Peugeot 2008

These two are a pretty good match for power and performance. With a 91bhp power output and 0-62 acceleration time of 12.8 seconds, the 2008 is slightly outgunned by the Cactus, but on the road it doesn't feel like it. This Peugeot seems livelier than the blander figures suggest, is nimble through the gears, and has decent steering feel. In common with its French rivals, the 2008 has some body roll on the bends, but with enough control to keep the car tidily on course without feeling unsettled. Ride quality is generally pretty good. The 2008 also has the benefit of clever Grip Control to help tame slippery winter conditions and keep you moving when the going gets tougher. In some areas, though, it isn't quite as slick as its Citroën rival. There is a notchiness to the gearchange, and a bit more noise from the engine than its rival.

The Cactus is up against a tough competitor here. It holds its own, though. With a little more power, torque and performance, it has the edge from some aspects, although conceding a few points on others. It's quicker accelerating, feels a little slicker through the gears, and has a similarly planted feel on the bends in spite of a bit of body roll when you press on hard across country. The ride is a touch more cushioned and is one of the Cactus's particular attributes. The suspension is engineered to iron out all the worst of the bumps without transmitting much jostle to the interior. The steering is not quite as pert as the 2008's with a slightly woollier feel. Overall, though, the Cactus keeps pace in this company and impresses for its well-sorted and civilised driving behaviour.

INTERIOR AND COMFORT

Citroën C4 Cactus

Peugeot 2008

Take your pick between two rather different styles of cabin. The C4 Cactus is instantly comfortable, with the easy familiarity of a favourite jumper. You sink into the seats and face a dashboard of sleek design and functionality. The 2008 is a bit more Marmite than that, with an unusual driving position that won't suit all. It follows a recent Peugeot trend for cars with a small steering wheel and dials elevated above the wheel, where they have to be viewed over it rather than through it in the more traditional manner. Comfort in the 2008 is good, but can't quite match the Cactus, which feels designed around putting occupants very much at their ease.

SPACE, PRACTICALITY AND VERSATILITY

Citroën C4 Cactus ★★★★

Peugeot 2008

From a space viewpoint, the 2008 subjectively doesn't feel quite as roomy inside, but the figures doesn't confirm that it is. Passenger room is similar between these two, with plenty of room up front and adequate space for rear seat passengers. And luggage space is alike, too, though the C4 Cactus actually has a smaller boot, but by just two litres, whether you have the seats in place or folded down. It is worth noting, though, a difference between them on towing weight. While the Citroën can only haul 825kg, the Peugeot is good for 1,270kg.

Citroën C4 Cactus Flair BlueHDi 100

Citroën C4 Cactus	s Hair BlueHDi 100
Price	£17,990
Built	Madrid, Spain
Layout	5-door crossover, 5-seats,
	front-wheel-drive
Engine	1560cc, 4-cylinder, 8-valve,
	turbodiesel with stop-start and
	selective catalyst reduction
Transmission	5-speed manual
Power output	98bhp at 3,750rpm
Maximum torque	187lb ft at 1,750rpm
Top speed	114mph
Acceleration 0-62mph	10.7secs
CO ₂ emissions (tax band)	89g/km (A) Euro 6
Economy (urban/extra urban/combined	74.3/88.3/83.1mpg
Fuel tank size/range	45 litres/823 miles
Benefit in kind tax liability	14%
Insurance group	18
Size (length/width without mirrors)	4,157/1,946mm
Boot space (minimum/maximum	358/1,170 litres
Kerb/max towing weight	1,225/825kg
Euro NCAP safety rating	****
Star rating	****





Peugeot 2008 Allu	ıre 1.6 e-HDi
Price	£17,445
Built	Mulhouse, France
Layout	5-door crossover, 5-seats,
	front-wheel-drive
Engine	1560cc, 4-cylinder, 8-valve,
	turbodiesel with stop-start
Transmission	5-speed manual
Power output	91bhp at 4,000rpm
Maximum torque	170lb ft at 1,750rpm
Top speed	113mph
Acceleration 0-62mph	12.8secs
CO ₂ emissions (tax band)	103g/km (B) Euro 5
Economy (urban/extra urban/combined)	60.1/78.5/70.6mpg
Fuel tank size/range	50 litres/777 miles
Benefit in kind tax liability	16%
Insurance group	18
Size (length/width with mirrors)	4,159/2,004mm
Boot space (minimum/maximum)	360/1,172 litres
Kerb/max towing weight	1,160/1,270kg
Euro NCAP safety rating	****
Star rating	****

RUNNING COSTS

Citroën C4 Cactus ★★★★★ Peugeot 2008

This is the area that the back to basics approach by Citroën engineers has been rewarded by running costs for the C4 Cactus that are considerably lower than some of its rivals. CO2 emissions of 89g/km and a combined fuel economy figure of 83.1mpg compares to 103g/km and 70.6mpg for the 2008. This equates to a 12.5mpg difference which is quite a significant difference, albeit most owners won't be able to achieve anywhere near those exact figures, the gulf between the two cars will still remain. On both of these cars, buyers need not fear the annual bill for vehicle excise duty as it costs nothing on the C4 Cactus after year one, and 2008 buyers pay just £20 a year. And because company car benefit-in-kind taxation is based on the car's CO2 emissions, business users will be charged 14 per cent if they choose the Citroën and 16 per cent for the Peugeot. Insurance costs should be exactly the same, with both cars falling into group 18, and the same for servicing requirements with each car needing maintenance every 16,000 miles.

EQUIPMENT AND PRICE

Citroën C4 Cactus ★★★★ Peugeot 2008

Both cars are priced within £455 of each other, and yet have gone down different paths in terms of the way that they are

kitted out. The Citroën's biggest selling point is its standard fit satellite navigation in this top-spec Flair model, as well as a rear reversing camera. It also has a more powerful engine to go some way to justifying its additional cost. The Peugeot counters with a rather handy feature called Grip Control, which assists in slippery conditions, braking individual front wheels to stop them spinning in an attempt to regain traction. Other equipment on the 2008 includes part leather upholstery, dual-zone climate control, power folding mirrors and an auto-dimming rear view mirror, as well as a space saver spare wheel, whereas the C4 Cactus makes do with just a tyre repair kit. Both cars come kitted out with DAB digital radio, a full set of airbags, alloy wheels, front fog lights and Bluetooth mobile phone connectivity and audio streaming.

VERDICT First place Citroën C4 Cactus Second place Peugeot 2008

It is another close-run race in which the sassy Citroën just sneaks ahead. Looks and comfort combine with exceptionally low running costs to give the innovative cushion-sided C4 Cactus a winning advantage. While the 2008 is a very credible challenger, it doesn't have the quirky visual flair that marks out the Cactus from its peers, nor quite the same level of exemplary cabin comfort and frugality. From many aspects the Peugeot runs its double chevron emblazoned rival a close chase, but the more characterful Cactus is yet again our winner.





Quirky or characterful? Either description could apply to both of these distinctively designed French family cars, with their bold styling cues competing for attention on the road. We size up the Cactus against its rival from Renault to decide who's in front in this head-to-head.

he Captur has been a bold departure for Renault. Compared with the rest of the range, here is a car with a bit more styling eccentricity, and as a result a personable youthfulness that gets it noticed. Right across the car scene, more extrovert design is becoming the new norm, so it was no surprise when Citroën's C4 Cactus arrived on the scene with a clear

message that chevron-badged cars were enthusiastically revisiting the quirkiness that was once a signature of the marque. These two are prime examples of a dare-to-be-bolder design strategy.

DRIVING EXPERIENCE

Citroën C4 Cactus

Renault Captur

Let's be honest, neither of these two delivers the sharpest driving experience. They are more comfort orientated than that. The Captur handles securely on the bends, but with a high-riding gait that gives it a bit of body lean into the tighter corners. There is a softish edge to the suspension set-up that feels chosen more for comfort than driver endearment. Over most surfaces it does a great job of absorbing the bumps, but show it a pitchy piece of tarmac, or those ridges that span some sections of motorway, and you feel the lurch vibrating through the body. The steering has a bit of a numb feel to it, and is not quite as communicative as we'd like; but the weighting is reasonably judged, not too heavy for easy manoeuvring in town, and decently set-up for a motorway haul. The overall impression is of a car that is pleasantly undemanding to drive.

Likewise the Captur is engineered for optimum comfort. There are no worries about the numb-bum effect from which some more firmly sprung contemporaries suffer. This is a car that cushions you like a comfy sofa, and even more relaxingly so than the taller Captur. Here, too, there is some body roll on the bends, although it is just a modicum less pronounced than the slightly shorter, just a little loftier Captur. Steering feel is largely similar in both cars, with the Cactus's also a bit lacking in communicative edge, but it is undemanding of effort in urban driving and weighted enough to be not unduly floaty at a fast lick along a motorway. A keenly committed driver won't find the Cactus a particularly stimulating drive, but one that is cushioned, agreeably competent, and has just a small edge of extra polish over it its Renault rival. The additional 9bhp and 25lb ft of torque that the Citroën boasts is immediately noticeable out on the road, and where the Captur feels sluggish and flat, the Cactus delivers perkier performance.

INTERIOR AND COMFORT

Citroën C4 Cactus

Renault Captur

It would be hard to find a car of similar size and at similar money that has a more cosseting feel than a C4 Cactus. The seats are squidgily cushioned but still manage to be very adequately supportive, and there is plenty of space to stretch out both in the front seats and in the back. Headroom is generous enough for six-footers, the dash layout has clean-sweep tidiness, and there is plenty of stowage around the cabin for lots of small bits and bobs. The Captur is a little more austere, with its hard dash surfaces and cushioning that doesn't feel quite as plush. The cabin has a light and airy feel, though, with its slightly elevated ride height, and good all-round vision.

SPACE, PRACTICALITY AND VERSATILITY

Citroën C4 Cactus

Renault Captur

Both these two are well packaged for family life on the move, packing generous space for their size, but with a key difference. The Cactus has its accommodation orientated to convenience for the occupants, while the Captur concentrates a bit more on what they want to take with them. So while the Cactus's cabin outshines the Captur's, it is the other way around when comparing their boot space. All-round leg and elbow room is a win for the Citroën, but its Renault rival has an extra 65 litres carrying capacity with the back seats folded down. And whereas the Captur splits and folds down in a 60:40 fashion, the Cactus is less practical as the rear chairs aren't split and more fiddly to fold. And another ace in the pack for the Renault are the removable and washable seat covers that are

Citroën C4 Cactus Flair BlueHDi 100 Price £17,990 Ruilt Madrid Spain Layout 5-door crossover, 5-seats. front-wheel-drive Engine 1560cc, 4-cylinder, 8-valve,

turbodiesel with stop-start and selective catalyst reduction Transmission 5-speed manual 98bhp at 3,750rpm Power output Maximum torque 187lb ft at 1,750rpm Top speed 114mph Acceleration 0_62mnh 10 7secs CO₂ emissions (tax band) 89a/km (A) Euro 6 ed) 74.3/88.3/83.1mpg Economy (urban/extra urban/com Fuel tank size/range 45 litres/823 miles Benefit in kind tax liability 14%

18

4.157/1.946mm

1,225/825kg





Renault Captur Dynamique S MediaNav dCi 90

11100101 101 001 00	
Price	£18,095
Built	Valladolid, Spain
Layout	5-door crossover, 5-seats,
	front-wheel-drive
Engine	1461cc, 4-cylinder, 8-valve,
	turbodiesel with stop-start
Transmission	5-speed manual
Power output	89bhp at 4,000rpm
Maximum torque	162lb ft at 1,750rpm
Top speed	106mph
Acceleration 0-62mph	13.1secs
CO ₂ emissions (tax band)	95g/km (A) Euro 5
Economy (urban/extra urban/combined	67.3/83.1/78.5mpg
Fuel tank size/range	45 litres/777 miles
Benefit in kind tax liability	15%
Insurance group	12
Size (length/width without mirrors)	4,122/1,778mm
Boot space (minimum/maximum)	377 to 455/1,235 litres
Kerb/max towing weight	1,170/900kg
Euro NCAP safety rating	****
DieselCar rating	****

particularly handy if there's sticky fingered toddlers being carried in the back. So it's a draw in this category, and which car you prefer depends on your individual priority: space for people or luggage.

RUNNING COSTS

Boot space (minimum/maximum) 358/1,170 litres

Citroën C4 Cactus

Insurance group

DieselCar rating

Size (length/width with mirrors)

Kerb/max towing weight

Euro NCAP safety rating

Renault Captur

This pairing are the most frugal of their ilk, with CO2 emissions comfortably under the 100g/km mark, and with combined fuel consumption figures around the 80mpg mark. The Renault manages 95g/km and 78.5mpg, while the Citroën does even better at 89g/km and 83.1 mpg. Both cars starve the Chancellor the Exchequer of cash when it comes to vehicle excise duty, costing a big fat zero, thanks to their super low CO₂ figures, and for business users, the company car benefit-in-kind tax rate is calculated at 14 per cent for the C4 Picasso and one per cent more for the Renault. Insurance costs will be lower for buyers that choose the Renault, with it falling into group 12, whereas the Citroën sits in group 18. And the advantage continues when it comes to maintenance, with Captur buyers enjoying 18,000 service intervals compared to 16k for the C4 Cactus.

EQUIPMENT AND PRICE

Both of these competitors are quite evenly matched on the equipment front, and there's just £105 separating them in price, with the Renault wearing the higher price tag. Considering the Citroën boasts a more powerful engine and has sprightlier performance, the C4 Cactus is good value in this company. Both cars feature satellite navigation, cruise control, Bluetooth mobile phone connectivity, automatic wipers and headlights and a similar set of safety equipment, including hill start assist, electronic stability control and tyre pressure monitors. Disappointingly, neither car has a spare wheel, instead expecting owners to make do with a tyre repair kit in the event of a puncture, which is woefully inadequate in the real world. DAB digital radio is missing from the specification list for the Renault, but fitted to the Citroën and there's just four speakers on the Captur compared to six with the Cactus. Manoeuvring is made easier on the Cactus thanks to a standard-fit rear reversing camera, while on the Captur there's power folding door mirrors that tuck in when parked to avoid being clouted by passing vehicles.

VERDICT

Citroën C4 Cactus Renault Captur Second place

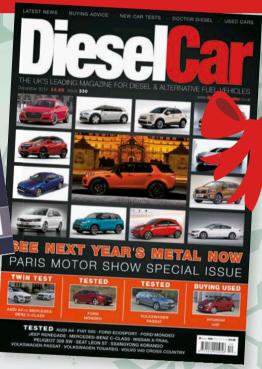
These two have much in common, both styled to appeal to those with a taste for individuality. Each is set up to deliver easy-drive comfort rather than sporty pretensions. So choosing between them comes down mostly to other factors: space, cost, equipment and overall practicality. The Cactus's wow factor, its novel air bumps, are a real boon in urban driving, and its cabin is the more cosseting of the two. The Captur has more boot space, but all things considered our winner in this particular two horse race is the one wearing chevrons. Good job Citroën, your spiky succulent is the winner here.



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he Maserati brothers that founded the company 100 years ago will be turning in their graves. A diesel engine, in a Maserati - shock horror! The Italian company follows another famous sports car manufacturer, Porsche, to realise that the inclusion of an engine drinking from the black pump will widen the audience of their cars. And the masterplan seems to be working, as Maserati sales are up 275 per cent so far this year. And if proof was needed that the sector desires diesel, last year 72 per cent of all Porsche Panamera sales were of the diesel version - remarkable for a car company that only started offering diesel engines as an option five years ago.

Both the large-sized Ghibli and this Quattroporte luxury limousine feature a heavily modified 3.0-litre V6 turbodiesel engine borrowed from the Jeep Grand Cherokee. Producing 271bhp and 443lb ft of torque, it has been breathed on by the Italian firm and as a result delivers blistering performance. After a short pause, you're catapulted along the road at a vast rate of knots, and thankfully there's meaty brakes with good bite to bring you back to a halt. Thanks to some electronic trickery with a sound generator, there's a delicious sound as you press the loud pedal, though it is drowned out to a certain extent by the road noise that is higher than we would like. The steering is weighty, but direct, and on back roads, the Quattroporte feels nicely balanced,



Price	£69,235
Built	Modena, Italy
Layout	4-door saloon, 5-seats,
	rear-wheel-drive
Engine	2987cc, V6, 24-valve,
	turbodiesel with stop-start
Transmission	8-speed automatic
Power output	271bhp at 4,000rpm
Maximum torque	443lb ft at 2,000 to 2,600rpm
Top speed	155mph
Acceleration 0-62mph	6.3secs

163g/km (G) Euro 5

CO₂ emissions (tax band)

with great poise through the bends and almost total absence of body roll. There are times that it struggles to get all of the power onto the road, especially when pulling away from a standing start, but at all other times, including fast bends, there's more than enough grip to keep you on the straight and narrow. Ride comfort is set-up on the firm side, but is generally good in most conditions, with only the deepest ruts and potholes being felt in the cabin, while at motorway speeds, the adaptive suspension delivers a calm, serene experience.

With generous amounts of leg and knee room in the back, it's a car that you could feel equally at home being driven in, as well as driving yourself. The rear cabin is beautifully appointed, with passengers feeling nicely cossetted. At the front, the heavily bolstered sports seats keep you nicely in place, with lots of adjustment possible to gain a decent driving position.

The dashboard and instruments look great, including a beautifully ornate clock, while a large touchscreen dominates the cabin, giving a hi-tech feel. The predictive text on address entry for the satellite navigation is a nice touch, and doesn't suffer with any hesitancy or pauses like other systems we've used before. It's a little disappointing that some of the switches and stalks have been robbed

Economy (urban/extra urban/combine	d) 36.2/54.3/45.6mpg
Fuel tank size/range	70 litres/702 miles
Benefit in kind tax liability	28%
Insurance group	tba
Size (length/width with mirrors)	5,262/2,100mm
Boot space	530 litres
Kerb/max towing weight	1,990/0kg
Euro NCAP safety rating	Not yet tested
DieselCar rating	****



What's Hot	Storming performance. Super supportive front seats. Lovely audio track from the engine. Enormous touchscreen. Beautifully ornate clock. Serene experience when travelling in the back, with a beautifully appointed rear cabin, and generous leg and knee room.
What's Not	Difficult to choose reverse gear as selector is awkward to use. Lots of road noise. Some

is awkward to use. Lots of road noise. Some switchgear from Jeep vehicles cheapens the ambiance. It's difficult to read the central screen when the sun is shining.

Also consider Jaguar XJ L 3.0 V6 Diesel Porfolio, Porsche Panamera Diesel

from the Jeep parts bin, as this cheapens the overall feel of quality somewhat, but the optional solid aluminium paddleshifts behind the steering wheel feel nicely finished, by contrast, and the materials used around the cabin are nicely judged. Another irritation is the gear selector, which is awkward when selecting reverse gear. It's all too easy to move between 'Drive' and 'Park' several times before being able to go backwards. Visibility from the driver's seat is pretty reasonable and space for luggage in the boot may well look shallow, but is actually more expansive than all of its German rivals.

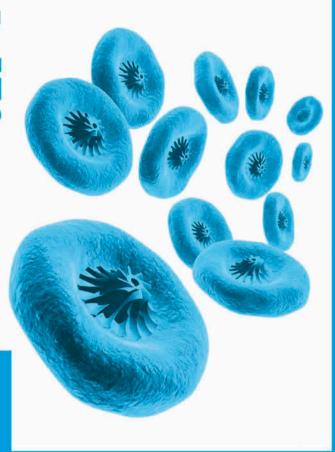
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et's deal with the elephant in the room right away. The name Spaceback conjures up images of extra room, perhaps even estate car-like capacity, and yet this Spaceback model, that forms part of Skoda's Rapid line-up, actually loses 135 litres of luggage capacity with the seats up, compared to its hatchback sister car. It must be very puzzling for less clued up buyers if it has left us scratching our heads. Here we test the most frugal Rapid in the line-up, the fuel-sipping, start-stop equipped, low rolling resistance tyred model that emits CO2 at the rate of 99g/km, with a claimed combined fuel economy figure of 74.3mpg. And that isn't the pie in the sky figure that you might think, as in everyday mixed motoring, with a leaden right foot, we managed over 60mpg without even trying. The cost of gaining an additional 10mpg and lopping 15g/km off the CO2 emissions is a hefty £1,055, so you'll need to do your sums carefully to work out whether it is worth the extra outlay.

With a modest 89bhp on tap, performance is actually pretty sprightly, with the pace in second and third gear particularly strong. There's no two ways about it, this Rapid could do with some extra soundproofing, as it's quite a noisy engine, and particularly when you bury the loud pedal in the bulkhead. At motorway speeds, it is drowned out by the road and wind noise that permeates into the cabin.



Price	£17,195
Built	Mladá Boleslav, Czech Republic
Layout	5-door hatchback, 5-seats, front-wheel-drive
Engine	1598cc, 4-cylinder, 16-valve, turbodiesel with stop-start
Transmission	5-speed manual
Power output	89bhp at 4,200rpm
Maximum torque	170lb ft at 1,500 to 2,500rpm
Top speed	114mph
Acceleration 0-62mph	11.9secs
CO ₂ emissions (tax band)	99g/km (A) Euro 5

The five-speed gearbox is a delight to use, with ratios that are well chosen for decent progress. On twisty roads, there's a bit of lean when cornering, but lots of grip, and though the steering is quite precise, there isn't much feedback through the wheel. The suspension has been set-up quite firmly, and as a result large potholes and bigger bumps are transmitted into the cabin, though at motorway speeds, the ride is calm and comfortable.

The interior of the Spaceback is neatly styled, with a bright white dashboard appliqué that lifts the cabin enormously from a sea of boring grey. The plastics are all hard to the touch, however, none of them feel cheap or nasty, with a well screwed together feel. The white on black instruments are a model of clarity, especially at night, with an easy to fathom layout for all of the controls. Oddment storage is impressive, with generous door

pockets, a sizeable glovebox and a large area ahead of the gearlever. There's also a pair of cupholders, but because they are recessed under the centre stack, there's not a lot of height, so while canned drinks will fit, a takeaway cup with straw will not. All around the cabin, space is generous, but in the rear it is particularly so, with passengers able to stretch out thanks to

Economy (urban/extra urban/combined)	62.8/83.1/74.3mpg
Fuel tank size/range	55 litres/899 miles
Benefit in kind tax liability	15%
Insurance group	14
Size (length/width with mirrors)	4,304/1,940mm
Boot space (minimum/maximum)	415/1,380 litres
Kerb/max towing weight	1,183/0kg
Euro NCAP safety rating	★★★★★ (5-door tested)
DieselCar rating	****



What's Hot	Strong performance, with excellent mid-range pull. 15g/km and 10mpg shaved off figures compared to standard version. Cabin well screwed together using durable materials. Instruments offer brilliant clarity, especially at night. Excellent rear legroom with a class leading sized boot.
What's Not	Lots of road and wind noise at motorway speeds, and the engine is noisy. There's quite a drop from the boot sill to the boot floor. Only available in one basic trim level. Cupholders are too shallow. There's a £1,055 price premium over the standard model.
Also consider	Hyundai i30 Classic 1.6 CRDi Blue Drive, Skoda Rapid GreenLine 1.6 TDI CR

exceptional amounts of head and legroom. Despite losing some boot space compared to its sibling, this Spaceback version still tops its class, with 415 litres with the seats in place, opening up to 1,380 litres with the rear seats folded, though annoyingly, they don't lay completely flat and when loading luggage, there's quite a drop from the sill to the boot floor. Thanks to deep windows, all round vision is pretty good, which helps when attempting to reverse into tight spaces.

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BOSCH

t's all well and good testing a new car for a day or even a week, but you can't expect to get to know a vehicle really well until you've driven it on UK tarmac, familiar roads and while you're putting it to use in doing mundane, everyday tasks. So that's why we choose to run a selection of different cars on a more long term basis.

There's also an opportunity for you to get involved too, as we would really like to hear your suggestions as to the kind of cars that you would like to see being run. Please drop the Editor a line at ian.robertson@dieselcarmagazine.co.uk - all input is very much welcomed. And similarly, if you run the same make and model as one of our long term test fleet, we would be very interested in hearing your own experiences.

OUR CARS



VOLVO V40 CROSS COUNTRY

D4 SF Nav Geartronic Richard Dredge





PEUGEOT 308 SW

Allure 1.6 BlueHDi Adam Sloman





HONDA CIVIC TOURER

1.6 i-DTEC SR Andy Goodwin





CITROËN GRAND C4 PICASSO

Exclusive+ BlueHDi 150 Automatic Gavin Braithwaite-Smith





RENAULT CLIO

Dynamique MediaNav dCi 90 Alan Anderson





FORD TOURNEO CONNECT

Titanium 1.6 TDCi lan Robertson





VOLKSWAGEN SHARAN





SE 2.0 TDI DSG Automatic Simon Hacker





MG6 MAGNETTE

1.9 DTi Adam Sloman





MITSUBISHI ASX

4 2.2 DI-D 4WD Automatic Victor Harman





KIA PRO CEE'D

SE 1.6 CRDi Rvan Dixon





SKODA YETI OUTDOOR

Elegance 1.6 TDI GreenLine II Sue Baker





Volvo V40 Cross Country D4 SE Nav Geartronic

Earlier this year, **Richard Dredge** bade farewell to Volvo's biggest saloon car. Now he's taken on the company's smallest hatchback for the next six months.

ithin a few days of our long-term Volvo V40 Cross Country being delivered, I was reading a story in an online newspaper, predicting how "Heavy and persistent snow, freezing gales and sub-zero temperatures threaten to grind the country to a standstill for up to five months. January is currently showing signs of temperatures hitting record-breaking lows, meaning parts of the country could see the mercury plunge to -27C (-17F)." What perfect timing; my new four-wheel drive test car was being delivered just before this apocalyptic weather was due to hit and it would be going

back just as spring would spring. Marvellous, except there was a snag - the V40 Cross Country doesn't actually feature drive to all four wheels. Well, not unless you buy the petrol-engined T5 version, which means that in the UK, the number of V40 Cross Country buyers with 4x4 capabilities will be measured in single figures.

There was a time in the 1980s when it looked as though four-wheel drive was the future. You could buy mainstream Ford Sierras.

Vauxhall Cavaliers, along with Renault 21s and Espaces with all-wheel drive. Nowadays it's often left to electronics and winter tyres to keep the car moving when the going gets slippery. So with everything crossed that we get a winter like the last one, rather than what's forecast, I'm going to make the most of the small Volvo. So far it's done a sterling job in the distinctly autumnal weather, transporting me swiftly up and down the country. That's what the V40 is so good at in D4 form; this is the most perky V40 diesel on offer, and very zesty it is too.

A new engine for the 2015 model year

offers significantly better economy with improved performance compared with the previous edition. Our car features the eight-speed Geartronic automatic transmission, which means that – from 0-62mph at least – it's a tad quicker than the standard six-speed manual. However, if you want two pedals only, you'll have to take a hit on the emissions and economy fronts – a manual-gearbox V40 D4 Cross Country is rated at 70.6mpg wth CO₂ emissions of 104g/km, compared with the 65.7mpg and 112g/km of the automatic. It's a premium worth paying, as I get stuck in traffic a lot, and not having a clutch to bother with

makes for a much simpler life.

To make things even easier, our car features a raft of driver assistance systems, only some of which are worth having in my opinion, but which all come as a pack so you can't pick and choose what tech to have and what to leave out. This assistance pack costs £1,900, and it features alongside a stack of other options – again, some of which are handy and some of which aren't. I'll delve into this further in a future report, but suffice to say that with all











"...this is the most perky V40 diesel on offer, and very zesty it is too."

doesn't have xenon lights, which surely can't do much for its resale value.

It doesn't help that the Cross Country is effectively just a trim level, although Volvo markets it as a slightly separate V40 brand as it's intended to be more of a lifestyle choice. With no four-wheel drive option for diesel buyers, I can't help but think it's something of a missed opportunity in Europe - US buyers who are wedded to petrol can get the benefit

of 4x4 if they buy the T5. At least V40 Cross Country buyers have exclusivity on their side. When the V40 Cross Country was

unveiled at the end of 2012 (before UK sales started), Volvo predicted it would sell 1,200 to 1,500 V40 Cross Countrys in the UK each year, but I've seen hardly any, even though our roads are awash with regular V40s. Perhaps the limitation to just front-wheel-drive has put off some buyers, but it won't worry me, as long as the predicted weather fails to materialise.

Driver support pack - Adaptive cruise control and distance alert,

blind spot information system with cross traffic alert, collision

Richard Dredge

Standard equipment

16-inch alloy wheels with 205/60/R16 tyres and tyre repair kit

60:40 split/fold rear seats

Anti-lock brakes with brake assist

Anti-theft alarm

Automated emergency braking

Bluetooth mobile phone connectivity with audio streaming

Climate control

Cruise control and speed limiter

DAB digital radio/CD/DVD with USB socket and steering wheel controls

Driver, passenger, side, head and knee airbags with passenger de-activation switch

Dynamic stability control

Electric and heated mirrors with power folding

Electric windows front and rear

Hill start assist

Isofix child safety seat fasteners for rear seats

Leather steering wheel and gear knob

Pedestrian airbag

Rain sensor

Remote central locking

Roof rails

Satellite navigation

Traction control

Voice control

Optional equipment fitted to the test car

17-inch Larenta alloy wheels with 225/50 tyres (£550) Active TFT crystal driver's information display (£300) Adjustable steering force (£100)

warning with full auto brake, driver alert control with active high beam, lane keeping aid, pedestrian and cyclist detection, queue assist, road sign information display (£1,900) Flexible load floor with grocery bag holder (£100) Frameless autodimming rear view mirror (£150) Gear shift paddles (£150) Geartronic transmission (£1,550) Keyless drive with personal car communicator (£550) Metallic paint (£550) Shimmer graphite aluminium trim (£0) Tempa spare wheel and jack (£150) Volvo On Call (£450) Winter pack - headlight cleaning system, heated front seats, heated front windscreen (£500) Xenium pack - automated park assist, electric front seats, fixed panoramic sunroof, rear camera (£2,000)



VOLVO V40 CROSS COUNTRY

D4 SE Nav Geartronic

The fixed panoramic roof really lightens up the cabin.

WHAT'S NOT

On paper, the boot is capacious, but it doesn't seem so in reality with a high floor

Price when new	£28,320
Prices as tested	£35,770
Options fitted	17—inch Larenta alloy wheels with 225/50 tyres, active TFT crystal driver's information display, adjustable steering force, driver support pack, flexible load floor with grocery bag holder, frameless auto—dimming rear view mirror, gear shift paddles, Geartronic transmission, keyless drive with personal car communicator, shimmer graphuminim trim, tempa spare wheel and jack, winter pack, Volvo On Call, Xenium pack
Built	Ghent, Belgium
Layout	5-door crossover, 5-seats, front-wheel-drive
Engine	1969cc, 4-cylinder, 16-valve, turbodiesel with stop-start
Transmission	8-speed automatic
Power output	188bhp at 4,250rpm
Maximum torque	295lb ft at 1,750 to 2,500rpm
Top speed	130mph
Acceleration 0–62mph	7.5secs
CO ₂ emissions (tax band)	112g/km (C) Euro 6
Economy (urban/extra urban/combined)	56.5/72.4/65.7mpg
Economy (on test)	42.4mpg
Fuel tank size/range	60 litres/867 miles
Benefit in kind tax liability	18%
Insurance group	26
Size (length/width with mirrors)	4,370/2,041mm
Boot space (minimum/maximum)	324/1,021 litres
Kerb/max towing weight	1,481/1,500kg
Euro NCAP safety rating	****
Date arrived	1st October 2014
Mileage	2,735 miles
Costs	None
Faults	None

LONG TERM TEST



Peugeot 308 SW Allure 1.6 BlueHDi

There's a new arrival in the Sloman household this month. It's the European Car of the Year 2014 in its most practical form – the load lugging, family friendly, Peugeot 308 SW.

t's a good job they don't put names on the backs of cars these days because if they did the 308's rump would be pretty well covered – '308 SW Allure 1.6 BlueHDi' is quite a mouthful. Despite the long name, the 308 SW is a good looking wagon, being a very smart extension of the car that won the 2014 European Car of the Year crown.

Finished in Rioja Red - a £525 option - the Peugeot looks smart, with full LED headlamps

and daytime running lights as well as puddle lamps in the car's wing mirrors that neatly illuminate your entry and exit from the car. My only criticism of the car's look are the 16-inch alloy wheels. Ordinarily an Allure would boast 17s, but as a BlueHDi, and therefore focused on frugality, it wears smaller 16-inch items to achieve the excellent 88g/km CO2 emissions.

That said, there's a pleasantly premium feel to the look of the Peugeot, a theme that is carried through to the car's interior. The SW's cabin is a great place to be, the optional leather seats offer a fantastic blend of comfort and support. They also offer a massage function and are heated – something that's bound to be increasingly welcome as the winter rolls on. The small steering wheel, fast becoming a Peugeot signature, is a delight to use. It's well equipped with satellite navigation, DAB digital radio, Bluetooth mobile phone

connectivity and audio streaming, adaptive cruise control and an emergency collision and braking system. One extra I've not been brave enough to try yet is the 308's City Park, which is Peugeot speak for an automated parking system. With the push of a button, the car will all but park itself for you – just requiring minimal inputs of the throttle from the driver. It all seems like witchcraft to me, but maybe I'll pluck up the courage in the next few days to

try it out.

There's a good size boot, one that happily swallows my photography equipment - the boot is the exact width of the box that carries my lights, so my kit fits perfectly. Loading is also a doddle, since the boot's sill is nice and low. Dropping the seats is as easy as pulling a lever, which I found out whilst using the car to move a tumble drier. One fly in the ointment is the lack of rear legroom it's in surprisingly short supply. With my son











lames sat behind me, his feet are regularly thumping into my back unless I opt to slide my seat further forward. It also means I'm regularly wiping feet marks off the back of the seat, too!

"...the boot is the exact width of the box that carries my lights, so my kit fits perfectly."

On the road, the 308 continues to impress. It's well refined, even at motorway speed, with little wind noise. I've been mainly notching up the motorway miles, including almost 700 miles to the midlands and back, and after three hours to Coventry and a further three back, I got out as fresh as when I got it. As a motorway mile-muncher, the Peugeot has proved itself to be an effortless companion. As I've already mentioned, the 308 includes adaptive cruise control, which on a late night

be most welcome - with the M5 deserted. I set the cruise control at 70mph and headed for home, the car cleverly adjusting my speed whenever

an HGV or slower moving car became an obstacle. It made the 170-mile journey home a doddle and does away with the on-off nature of cruise control.

Around town and on small local journeys, the same story applies. The steering isn't the most communicative of set-ups, but the 308 is a willing companion and without any effort on my part, the car is reporting an impressive 56.2 miles per gallon. I'm excited to see what it will do as the engine loosens up, and I work a little harder to drive economically.

Adam Sloman D

Standard equipment

16-inch alloy wheels with 205/55/R16 tyres with space saver spare wheel

journey back from the midlands proved to

60:40 split/fold rear seats

Anti-lock brakes with electronic brake force distribution and brake assist

Automatic headlights

Auto-dimming rear view mirror

Bluetooth mobile phone connectivity with audio streaming

Cruise control and speed limiter

DAB digital radio with 9.7-inch touchscreen, USB socket and steering wheel controls

Driver, passenger, side and head airbags

Dual-zone climate control

Electric and heated mirrors with power folding

Electric park brake

Electric windows front and rear

Electronic stability programme

Front and rear parking sensors with rear camera

Front foa lights

Full-LED headlights

Hill start assist

Leather steering wheel

LED daytime running lights

Rain sensor

Remote central locking

Roof rails

Satellite navigation

Thatcham category one alarm system

Traction control

Optional equipment fitted to the test car

Black Mistral Nappa leather sports style heated front seats (£1 200)

Boot load restraining net (£150)

City park with blind spot monitoring (£400)

Driver assistance pack - Dynamic cruise control, emergency collision alert system and emergency collision braking system

(£450)

Metallic paint (£525)

Panoramic cielo glass roof with interior blind (£500)



PEUGEOT 308 SW

Allure 1.6 BlueHDi

WHAT'S dash



Big boot can easily swallow my photography gear, or a tumble drier, if you prefer.



Despite having a longer wheelbase than the hatchback, there's not a lot of rear legroom with taller drivers. If you have kids in child seats, it means that their feet stick in your back.

Price when new	£21,645
Prices as tested	£24,870
Options fitted	Black Mistral Nappa leather sports style heated front seats, boot load restraining net, city park with blind spot monitoring, driver assistance pack, metallic paint and panoramic cielo glass roof with interior blind.
Built	Sochaux, France
Layout	5-door estate, 5-seats, front-wheel-drive
Engine	1560cc, 4-cylinder, 8-valve, turbodiesel with stop-start and selective catalyst reduction
Transmission	6-speed manual
Power output	118bhp at 3,500rpm
Maximum torque	221lb ft at 1,750rpm
Top speed	121mph
Acceleration 0–62mph	12.1secs
CO ₂ emissions (tax band)	88g/km (A) Euro 6
Economy (urban/extra urban/combined)	78.4/88.3/85.6mpg
Economy (on test)	56.2mpg
Fuel tank size/range	53 litres/998 miles
Benefit in kind tax liability	14%
Insurance group	24
Size (length/width with mirrors)	4,585/2,043mm
Boot space (minimum/maximum)	660/1,775 litres
Kerb/max towing weight	1,475/1,300kg
Euro NCAP safety rating	★★★★ (hatchback tested)
Date arrived	19th September 2014
Mileage	1,728 miles
Costs	None
Faults	None



With class-leading boot space and claimed 74mpg economy, the Civic Tourer makes a strong case as an estate car. Andy Goodwin is the Honda's custodian for the next six months.

fter running an ultra-fashionable crossover for six months, it feels like I'm stepping back into a far more traditional type of vehicle. In fact, the Honda Civic Tourer will be the first estate car I've driven for more than a week-long loan. As customers flock to SUVs and crossovers, I can't wait to find out if the dwindling estate car market still deserves your attention.

If you hold the opinion estate cars are unadventurous, the Civic Tourer should

challenge your perceptions. It might have the same nose as the hatch, but its radically elongated rump, neat tailgate and full width rear lights, drastically alter its looks. In fact, viewed from the side or rear, the Civic Tourer looks like nothing else on the road, and is unmistakably Japanese, despite being conceived in Europe. It's the first Civic-based estate car since the Civic Aerodeck unveiled in 1998. A straw poll of friends and family suggest opinions on its looks are mixed, with some

lukewarm and others full of praise. It has already grown on this custodian, its length and shape reminding me of a high-speed train, a notion backed up somewhat by its impressive aerodynamic credentials.

Of course, its party piece is under the rear tailgate, and it's the first car I've showed off to people starting at the tailpipe-end. With 624 litres behind the rear seats, the Tourer boasts enormous amounts of space. beating the Skoda Octavia by 14 litres. Fold

the seats down (and they really do go flat) and there's 1,668 litres to the roof, putting some cars from the class above to shame. The Vauxhall Insignia Sports Tourer makes do with 1,530 litres, for instance. The Tourer also features Honda's 'magic' rear seats, with flip-up squabs, providing a useful space behind the front seats, just wide enough for my girlfriend's mountain bike (with the front wheel removed). With enough carpet in the boot for an impromptu Subbuteo match, I

> was worried shopping bags would resemble a smash-n-grab (a cargo net is available for £40) after each trip home from the supermarket. Luckily, a large underfloor storage area effectively acts as a second boot, and because it's sunken, shopping stays in place and remains intact. The downside is there's no room for a spare wheel, so disappointingly it's replaced by a compressor and a tin of tyre sealant.

Our test car is the SR trim level, finished in Polished Metal metallic -











costing £500 and the only optional extra - pushing the Tourer's cost up from £25,560 to £26,060. It's an attractive. mature colour, and one that I'm hoping should hide some

"And despite having just a small mileage showing on its odometer, the Tourer is happy to top 60mpg...

of the road grime with winter on its way. The 17-inch ten spoke alloy wheels look great, with a silver face but black innards.

Inside, RK64 ZVO feels anything but traditional, with the Civic's well-known interior still amazingly daring for a car battling the ultra-conservative Golf and Astra. Initial impressions are positive with regards the highmounted digital speedometer and glowing bars which stay green if you drive carefully, or turn dark blue if you hoof it. There's a real mixture of interior plastics, some more pleasing than others, but the cabin feels solid and well-built.

Trim levels include S, S-T, SE Plus, SE Plus-T,

SR and EX-Plus, so ours is wellequipped with a leather interior, heated front seats, satellite navigation, climate control, DAB digital radio and happily a rear-view

camera, which is proving useful in a car with so much metal behind the rear wheels. SR trim also brings adaptive rear dampers, with Comfort, Normal and Dynamic settings. And despite having just a small mileage showing on its odometer, the Tourer is happy to top 60mpg if I keep the eco indicator in the green. Early signs are that the 1.6-litre i-DTEC unit is an excellent engine, feeling punchier than its 118bhp suggests, partly thanks to 221lb ft of torque from 2,000rpm. It's aided by a slick sixspeed manual gearbox which feels like it was hand-built in Switzerland.

Andy Goodwin D

Standard equipment

17-inch alloy wheels with 225/45/R17 tyres with tyre repair kit 60:40 split/fold rear seats

Adaptive damper system

Alarm system

Anti-lock brakes with electronic brake force distribution and brake assist

Automatic headlights

Auto-dimming rear view mirror

Bluetooth mobile phone connectivity

Cruise control with speed limiter

DAB digital radio/CD with eight speakers, USB socket and steering wheel controls

Driver, passenger, side and head airbags

Dual-zone climate control

Electric and heated mirrors with power folding

Electric windows front and rear

Front foa lights

Heated front seats

Hill start assist

Isofix child safety seat fasteners for rear outer seats

Leather steering wheel and gear knob

Leather upholstery

LED daytime running lights

Parking sensors front and rear

Rain sensor

Rear parking camera

Rear privacy glass

Remote central locking

Roof rails

Satellite navigation

Traction control

Tyre deflation detection system

Vehicle stability control

Optional equipment fitted to the test car Metallic paint



HONDA CIVIC TOURER

SR 1.6 i-DTEC



The huge boot is class-leading, with rear seats folding completely flat into the floor.

WHAT'S NOT X



A fiddly operation for the trip computer takes time to master and can be distracting.

Price when new	£25,560
Prices as tested	£26,060
Options fitted	Metallic paint
Built	Swindon, UK
Layout	5-door estate, 5-seats, front-wheel-drive
Engine	1597cc, 4-cylinder, 16-valve, turbodiesel, with stop-start
Transmission	6-speed manual
Power output	118bhp at 4,000rpm
Maximum torque	221lb ft at 2,000rpm
Top speed	121mph
Acceleration 0-62mph	10.5secs
CO ₂ emissions (tax band)	103g/km (B) Euro 5
Economy (urban/extra urban/combined)	65.7/76.3/72.4mpg
Economy (on test)	58.1mpg
Fuel tank size/range	50 litres/796 miles
Benefit in kind tax liability	16%
Insurance group	16
Size (length/width with mirrors)	4,535/2,065mm
Boot space (minimum/maximum)	624/1,668 litres
Kerb/max towing weight	1,337/1,400kg
Euro NCAP safety rating	★★★★ (hatchback tested)
Date arrived	19th September 2014
Mileage	1,196 miles
Costs	None
Faults	None



Iright, I admit it. I actually look forward to driving the Grand C4 Picasso. It would appear my historic anti-MPV stance was completely misguided, because I'm finding life with Citroën's big seven-seater rather appealing. Sure, it isn't a car to encourage you to wake at the crack of dawn, but should you find yourself up with the larks on a cold winter morning, this MPV does a very good impression of a luxury saloon. You can thank the wonderful ambient interior lighting, supreme level of comfort, keyless entry and start and the ease of driving for this.

When reviewing a car of this nature, it's easy to forget what the MP in MPV stands for. Being defined as a multi-purpose vehicle means the car has to do more than just ferry a quintuple of excitable children to school. And as my first month with the Citroën has proved, this particular sevenseat MPV appears well-suited to just about everything you can throw at it. Its first task required only two seats, with my wife and I enjoying a rare weekend away from the children. With the front seats' massage function and heaters set to the max and a pair of hot drinks perched in the cup holders, the Citroën may have lacked the romance of a topless two-seater, but it scored highly from a comfort and relaxation

perspective. Across a 150-mile journey, the DAB digital radio never lost signal and the simple-to-use satellite navigation performed admirably when called upon to avoid a lengthy queue on the motorway. Thanks to the lavish Exclusive+ trim, the Grand C4 Picasso didn't lack appeal parked outside the boutique B&B, slotting in nicely alongside a V12 Mercedes-Benz in the gravel car park. It's a small thing, but the big Citroën transforms wonderfully from children carrier to stylish chariot. Gone are the days when a people carrier would cramp your style.

Next, the Citroën was prepared for Cub Scout duties, the first time the full quota of seven seats had been used. I deliberately left the task of converting the car from five- to seven-seat formation to my wife, who - with no prior experience - completed the task within a matter of seconds. It's incredibly easy to do and, despite not offering a massive amount of legroom in the third row, my children love travelling in the back seats. As does Baxter the dog. By folding down one of the rearmost seats, the Citroën took the children, the grandparents and the dog on a trip to the seaside. In the past, we have been forced into using two cars, so in this respect the Citroën is doing its bit for the environment, too. Not that the 2.0-litre

BlueHDi engine is quite living up to its claimed 61.4mpg economy. To-date, we are averaging 39.6mpg, not bad for a car of this size, but some way off the enticing figure you may read in the brochure. Perhaps we ought to refrain from using the heated seats and massaging function? On second thoughts, what's a little luxury in exchange for a few less miles per gallon?

Gavin Braithwaite-Smith

Date arrived	10th September 2014
Mileage	8,292 miles
Faults	None
Costs	None
Fuel consumption	61.4mpg (official combined) 39.6mpg (on test)



The optional heated Nappa leather seats with armrests and massaging function provide supreme levels of comfort and support.





Sub 40mpg from a car promising 61.4mpg is a little disappointing. Maybe I'll try some hypermiling this month...





egular readers will recall my initial running report on our long-term Clio, where the only problem encountered since its July delivery was a driver's trip computer which resolutely registered an average fuel consumption of 29.9mpg, when subsequent checks showed that, thankfully, I was achieving twice this without difficulty. Well, Renault quickly came back and said I wasn't alone, but there's a simple system upgrade fix that takes a dealer about half an hour to put right. As it is such a minor annoyance, I initially thought I would live with it until the first service, but with intervals of 18,000 miles, it would take a while before that would happen, so Renault offered to collect the car to minimise the inconvenience, and its place left a petrol-powered Clio 0.9 TCe in top-spec Dynamique S trim.

Like-for-like, the Dynamique S model costs exactly £1,000 more compared to our Dynamique trimmed car, but for that, among other things, you gain climate control, power folding door mirrors and electric rear windows. It's these last two items missing from my heavily specced Dynamique that I'd sorely love instead of

my car's optional glass panoramic roof (£400), the black painted alloy wheels (£200) and £100 for the rather nice coloured interior detailing. Totting that lot up and we've almost spent Dynamique S money on added titivations. Given that optional extras rarely add to a car's used value, personalising can be a waste of money, even if it makes your time with the car more enjoyable which, of course, you can't put a price on. If all that sounds confusing, it is... and shows why choosing the right equipment level and ticking those tempting optional extra boxes shouldn't be chosen lightly.

All in all, despite the fact that I find the 'top end' Clios a bit pricey (in contrast the cheapest diesel Clio costs £14,595 on the road), the Dynamique S actually sounds like good value for the extra touches that you get as standard. But if I was able to select a dream specification for my car, I would actually opt for the Dynamique trim that I have, and add electric rear windows, which isn't currently available as an option. And at the risk of contradicting myself, I would happily splash out on the excellent reversing camera. I didn't think I was

> relying upon this keenly priced £350 extra that much, until I was without it...

With my Clio now back on my driveway, the new - extremely accurate - trip computer shows I am getting a handsome 20mpg more from my diesel powered Renault over the petrol TCe. It's one of the reasons why I'd opt for the DERV drinker every time without hesitation.

Alan Anderson D

Date arrived	29th July 2014
Mileage	5,387 miles
Faults	None
Costs	Erroneous average mpg read-out.
Fuel consumption	83.1mpg (official combined) 57.2mpg (on test)

WHAT'S



Renault hasn't changed its column-mounted radio controls for decades and it's still one of the hest to use around

WHAT'S NO

Overall cabin storage space is adequate, but peek-a-boo glove box can't take much more than the handbook that resides there.





hat did you choose that for? But it's a van? Shame it isn't red, you'd look like Postman Pat then. That's a selection of the different comments that friends have made when seeing my Tourneo Connect for the first time. Each of them have been puzzled why I chose it, when there are so many more appealing cars on the market, but their opinion soon changes once they've had a ride in it, and able to poke and prod the internals. Every person has been amazed by the amount of space inside, and how much headroom there is. One quipped that you could fit a giraffe inside, and my reply was that you could fit a few elephants in, too, though you'd need to put their trunks in the boot! Radum Tish

On my travels, I'm seeing more Tourneo Connects out on the road, and each time I come across another, it's as though the other driver and I exchange a knowing nod. Both appreciating what is one of the best kept secrets in the car world – a vehicle that delivers everything you could want for a family, all wrapped up in a more affordable package. Of course the cheaper list price has meant that there are cost savings

inside, and one of those is that the Connect loses the soft-touch plastics that are present on the Focus and C-MAX. It's hardly surprising that it doesn't have them though, considering the vehicle's Transit roots, as no-nonsense toughness is the order of the day in the van world.

Our car looks pretty smart with its
Deep Impact metallic blue paint, and it is
proving to be one of the most popular hues
in Ford's colour palette. Not only on the
Tourneo, but right across the company's
line-up. I would imagine that the similarity
to Ford's traditional RS blue has made it
popular, and the fact that it is so much
brighter and cheerful looking than boring
colours like silver, grey or black.

One of the most pleasing features of this car is the sliding rear doors. No longer is there a risk of your little munchkin opening the door and making a hefty dent in the car next to you. Embarrassed Mums and Dads everywhere will be relieved that they won't have to leave a note on the windscreen of the motor alongside, confessing to the damage that has been caused, or more likely in today's society, having to move the car to the other side of the car park to avoid

getting found out. The wide opening sliding doors mean that you can park in tighter spaces, too, and not worry about trying to unload sticky fingered toddlers when all the parent and child parking spaces have long gone in the local supermarket car park.

lan Robertson D

Date arrived	24th July 2014
Mileage	2,598 miles
Faults	None
Costs	None
Fuel consumption	57.6mpg (official combined)

WHAT'S HOT



The rear sliding doors make it so easy to get in and out of in tight car parking spaces.



The dashboard is made from hard plastics, rather than the latest soft-touch mouldings, as found on the Focus and C-MAX.





e're accelerating relentlessly for the six-month marker with the test of the Volkswagen Mothership. Which means this bulletin could be the penultimate. I should be able to offer more clarity on that issue, but VW and I made a slightly fuzzy arrangement on how far we go down the test road. And I have enjoyed shacking up with Sharan so much I seem to be doing my best ostrich impression: keeping my head down and just hoping they have forgotten about it. The assertion that car makers might forget about cars seems silly. And it is, though I do recall an instance a few years ago when a high profile writer returned the keys to a luxury model only when the maker remembered its existence. What triggered their memory? It came up on their records as needing an MoT.

For the record, I'm sure I'd be happy to run this one until 2017 when that bit of paperwork becomes due. Not that the Sharan hasn't been up against some fearsome cross-questioning this month in terms of potential rivals: first to come and have a go was Porsche's four-seater Panamera Turbo, a model that opens up supercar thrills to a second row of spectators. Think 911+ basically. The experience works out at something like £33,000 a seat. Pah, says the Sharan: its

own asking price divvying up at £5,342 when shared between seven. Okay, 4.1 seconds to 62mph isn't going to be trumped, but this MPV is PDQ all the same. Forward thrust is first-rate if you're running late, the turbo being more a symphony than a solo player, while it handles through corners as if no-one ever told it it's anything more than a hefty hatchback.

Then there's comfort. The Sharan is smooth in all senses, with a high-quality tactile cabin and no extraneous sounds on the move (perhaps sadly) to drown out any passenger hubbub. My children loved the DVD players in the back of the Panamera's headrests, but they were equally transfixed by our discovery that the multimedia screen in the Sharan's dash plays Rio 2 just as colourfully as can on any screen from Stuttgart. Sharan 1, Rivals 0 then. But what about something more dramatic from VW's military wing? Audi's S-tronic R8, for a shade under £130,000, surely precision bombs this? I wouldn't argue with the power (62mph in 3.5 seconds, ouch), or the Stealth fighter looks, but have you ever tried to load a buggy, a Britax or a bag of spuds into one? Let's just say they'll be hearing from my chiropractor.

Bottom line: a Sharan does lots of things only the big-boy MPVs can manage, yet it

is fettled and fitted to feel like something altogether leaner and meaner. So it fits nicely in the car park of Mothercare, yet is equally credible when spotted loitering outside a Malmaison. And best of all, you can also get in or out with no need for Advanced Level Ashtanga Yoga.

Simon Hacker D

Date arrived	18th June 2014
Mileage	3,010 miles
Faults	None
Costs	£145 for replacement rear offside tyre
Fuel consumption	49.6mpg (official combined)

WHAT'S HOT



The in-built DVD player in the dashboard obviously can't be used on the move, but is brilliant for the kids while parked up.

WHAT'S NOT



If you have OCD, beware, this is not a paint job for sleepless nights: Night Blue metallic is a dirt magnet. And a car valet's dream.



MG6 Magnette 1.9 DTi

After almost 6,000 miles, Adam Sloman's time with the used Magnette has drawn to a close. How has he found his time with MG's newest saloon?

n the interests of full disclosure, it's only fair I hold my hands up and admit to being hugely passionate about the MG marque - including my long termer there are currently five other cars that wear the Octagon in my household, from the 1973 MGB GT my Dad bought brand new, through a Maestro 2.0 EFi, to a '96 MGF, anyone who knows me knows how strongly I feel about MG. Which makes this final long term report really tough to write, because, in all honesty, I come away from my six months with the Magnette disappointed.

Firstly, I want to say the MG6 is not a

bad car - there are things to commend the car for - the 1.9 DTi engine pulls cleanly and strongly and the set-up, in terms of steering feel and handling is certainly worthy of praise. Since the days of the ZS and ZT, the engineers based in Birmingham have known how to put together a compelling car to drive and the 6 Magnette is no different - I've genuinely enjoyed it. It's a competent motorway cruiser, but for me it comes alive on a winding A- or B-road when

you're working the impressive gearbox up and down its six speeds.

So far so good then, but it's when you look at the overall picture that the 6 starts to fall down. I've mentioned in previous reports that the interior is a disappointment, and I stand by this - it's a sea of black plastic with only a dash of grey trim to lift it. And the leather seats, though comfortable, lack the kind of lateral support you might expect for a car that's intended to be hustled through the bends. The audio system and satellite navigation are awkward to use, and during my time

with the Magnette, I found them prone to frequent freezing and crashing - particularly during Bluetooth phone calls. Alarmingly, it would throw up random warnings on the dashboard, ranging from stabililty control failure to alternator faults. Initially the cause was believed to be a weak clutch spring and MG, to their credit, were brilliant at dealing with the fault. Despite a clean bill of health, it continues to issue these seemingly random messages. As much as you might enjoy a car, it's always going to be marred by confidence-eroding warnings that something is wrong with the car, when

in reality, nothing is.

Aesthetically, I'm a fan of the MG6, especially in fastback 'GT' form, however, as a saloon it's robbed of some of that visual drama, and the Platinum Silver finish hides many of the 6's character lines, making the car appear a lot plainer that it really is. Strong colours - reds and blues - are the MG6's friend.

The Magnette also restricts the 6's practicality with its small boot opening and high load lip. Whereas the GT's boot is











"The Magnette is offered in a 'one size fits all' specification..."

being stuck at home on family days out.

As a used car, at a whisker under £13k, there's no doubt the MG is generously

equipped, and offers an enjoyable driving experience, but there are just too many flaws in the saloon's make up to make it worthy of consideration by anything other than the most passionate of MG fan.

Adam Sloman D

Standard equipment

reminiscent of some

monstrous maw, the

Magnette is mealy-

mouthed, preferring

to nibble, piece-meal at your luggage

rather than swallow it

18-inch alloy wheels with 225/45/R18 tyres and space saver

whole like the hatch. Putting my photographic

gear into the MG had become an arduous task

and had had me yearning for a car that was

easier to load and unload. It's also restricted

for the MG - the dog has yet to forgive me for

the amount of use we as a family have had

60/40 split/fold rear seats

Anti-lock brakes with electronic brake-force distribution and

Auto-dimming rear view mirror

Automatic headlights

Bluetooth mobile phone connectivity

Cruise control

Driver, passenger, side and head airbags

Dual-zone climate control

Electric and heated mirrors with power folding

Electric front seats

Flectric sunroof Electric windows front and rear Electronic stability control

Front fog lights

Heated front seats

Hill hold assist

Isofix child safety seat fasteners for rear outer seats

Leather steering wheel

Leather upholstery

Parking sensors front and rear

Radio/CD with eight speakers, USB and auxiliary sockets and

steering wheel controls

Rear spoiler

Remote central locking

Reversing camera

Satellite navigation

Thatcham category one alarm system

Traction control

Tyre pressure monitors



MG6 MAGNETTE

1.9 DTi



Great chassis and decent engine are the 6's big plus points.



Silver paint hides much of the body's finer details.

Price when new	£21,195
Price as tested	£21,590
Options fitted	Metallic paint
Built	Birmingham, UK
Layout	4-door saloon, 5-seats, front-wheel-drive
Engine	1849cc, 4-cylinder, 16-valve, turbodiesel with stop-start
Transmission	6-speed manual
Power output	148bhp at 4,000rpm
Maximum torque	258lb ft at 1,800rpm
Top speed	120mph
Acceleration 0-62mph	8.9secs
CO ₂ emissions (tax band)	139g/km (E) Euro 5
Economy (urban/extra urban/combine	d) 46.1/59.0/53.5mpg
Economy (on test)	42.2mpg
Fuel tank size/range	62 litres/730 miles
Benefit in kind tax liability	23%
Insurance group	15
Size (length/width with mirrors)	4,651/2,008mm
Boot space	472 litres
Kerb/max towing weight	1,605/1,600kg
Euro NCAP safety rating	★★★ (Hatchback tested)
Date arrived	19th May 2014
Mileage	22,672 miles
Costs	One alloy wheel £140, two tyres £240.
Faults	Weak clutch spring replaced, broken boot board tag handle, loose steering wheel cowl, loose brake light cover, boot lip trim popped away from the panel.



t's often said that one's car says something about your personality, and I have to confess that, for lack of real need, or great appeal, any 4x4 SUV would not actually be that high on my list. Given the need though, I'm pretty sure now after a few months with the ASX that it would be a car I would very strongly consider. There's nothing outwardly thuggish about the ASX, as I feel there is with some SUVs, and I like it because it goes about its business without any real fuss, or making any extrovert statements on the road. I've also come to realise that it's not quite as wide as it seemingly felt initially, and I was probably driving a foot or so further out from the kerb than necessary during my early weeks with the car. There's also an underlying solidity, honesty, and maybe even simplicity about the ASX that makes me feel comfortable and doesn't call for frequent reference to the owner's handbook to work out how this, that, or the other actually works. Maybe it's because I'm just quite a simple soul at heart?

Its Atlantic Grey metallic finish is practical, and not at all flashy, and it doesn't show the dirt too badly at all, as might the rather attractive Kingfisher Blue that could tempt me if I was buying an ASX for myself.

With its 161.5 centimetre height, though, I can't actually manage to hand wash the whole roof properly with a soft brush or sponge without using a set of small steps. This could be said for all crossovers and SUVs due to their more upright, taller stance. I've discovered that the rather tinny feel of the rear doors apparently may relate to the weight reduction exercise applied when the car was facelifted for 2014, when 7.5kg was taken out of the weight of the doors, which doesn't seem to me like a very good trade for the loss of perceived quality.

But what I do really like about this ASX, with its docile 148bhp 2.2-litre engine, and automatic transmission, is the way that it picks up its skirt and flies when you do suddenly need to get past another car quickly, or simply moving swiftly when you're in a bit of a hurry. I've not taken to using the steering wheel paddle gearchange other than odd occasions, since the accelerator kick-down delivers all the power and torque that you could want. Another thing that's surprised and pleased me is the fuel economy even on short runs; even the four-mile round trip to the local supermarket through the summer months and early autumn has shown trip economy of 35 to 40mpg which, with a large

engine and automatic transmission, seems a very good figure. On that basis I would feel that any owner should hit 40mpg plus on average and, as I've previously reported, gentle trips of 30 to 40 miles at the pace of the general traffic flow sees the figure creeping above the 50mpg threshold.

 Date arrived
 12th May 2014

 Mileage
 7,785 miles

 Faults
 None

 Costs
 None

 Fuel consumption
 48.7mpg (official combined) 48.4mpg (on test)





Fine automatic transmission with great kick-down for swift overtaking.



Rear-view camera annoyingly lacks the audible warning of cheaper variants.





he seasons, they are a changin' but thankfully our pro_cee'd SE is more than equipped and ready to deal with all the challenges the winter months can throw at us.

The first rush hour drive home after the clocks changed and the motorway trip, complete with wet roads and people rushing to get back, make for a very cautious journey. The auto-dimming rear view mirror is by far my favourite unsung feature, taking the edge off those super bright headlights of over keen drivers getting too close. It's one of those little add-ons that doesn't make any difference to the overall drive of the vehicle, but makes the trip so much more pleasurable.

Another of my firm favourites is the lovely dual-zone climate control, meaning both driver and passenger can find their own temperature. It's perfect for couples that normally get into an argument about whether the car is sweltering or icy cold. I also like knowing that the LED daylight running lights are always on. Apart from giving the car a sophisticated edge, it's handy knowing that if the visibility suddenly drops, you can be seen by other drivers without having to worry. In any case, the automatic headlights will have already jumped into action,



the sensors deciding when the daylight has disappeared enough to need the headlights on. Coming from a Peugeot 206 registered in the early noughties, I found the number of automated features quite intimidating when I first got behind the wheel of the pro_cee'd. But I've since appreciated all the little automations that make driving much easier, usually much sooner than I would have decided using my own initiative. The rain sensing windscreen wipers are a good example of this - activating as soon as the first drop of rain hits the screen, and the frequency of the wipe is also automatically adjusted to suit the heaviness of the downpour. Although just a small feature, it's one of those little touches that means you can forget about the wipers, and concentrate on the traffic and road conditions around you. In a world where cars are getting more and more sophisticated, and there's extra things to distract the driver, it's great to have a feature that lightens the load on the overburdened pilot.

During the last month, I've been more conscious of overall fuel efficiency and have started driving with the fuel consumption meter displayed on the trip computer screen. After consistently achieving around 50mpg, I have recently

> seen a slight improvement of between 50.3 and 50.5mpg. It's not a drastic change, but all these little improvements mean I'm not using guite as much fuel on every gallon of diesel. Over the course of the year it'll add up to a few extra pounds saved, no doubt, and with further alteration of my driving habits, I'm going to see how I can improve that figure further.

Ryan Dixon D

Date arrived	17th March 2014
Mileage	16,336 miles
Faults	None
Costs	None
Fuel consumption	65.7mpg (official combined) 50.5mpg (on test)

WHAT'S HOT



Dual-zone climate control means both the driver and passenger can choose a temperature that suits them.

WHAT'S NOT 🗶



When I hear the sound to alert me that the temperature outside is less than four degrees. it always shocks me, and I immediately think there's something wrong with the car.



Skoda Yeti Outdoor Elegance 1.6 TDI CR GreenLine II

Our Yeti is about to do a disappearing act after a busy six months at large on the long term fleet. Sue Baker has been its custodian, and parts with the keys reluctantly.

s the year hurtles towards its close and 2015 looms, it is time for change. For the past six months the Diesel Car long term fleet has included what is arguably the friendliest, most practical mid-size family car on the UK market, the new generation Skoda Yeti. It has been with us since the balmy days of a glorious summer, and now with the arrival of winter it is departing. It is a sad moment.

Parting is such sweet sorrow, as Shakespeare penned, and at the same time as feeling really sorry to see the Yeti go, I can't help reflecting on what a sweet half year we have had with the car. I have enjoyed every moment behind the

wheel of what is such a chummy, likeable and accommodating vehicle. It is tall enough for ease of access to all the seats, whatever the height or infirmity of any passengers. But it is not so tall that our friendly local hand-car-wash team of Eastern Furopeans see fit to demand an extra guid for SUV status, as they do when confronted with some other crossover models.

The Yeti's name suits it, but is not entirely apt. The chunky Skoda is of course named after that mysterious hairy creature

supposedly seen wandering in the Himalayas. But while the legendary two-legged yeti of Nepal is a rare loner - if it exists at all - the four-wheeled Yeti has become a remarkably frequent sight on the roads. The regularity with which it pops up in the traffic confirms what a success the car has been for Skoda. It also has a track record of coming top in customer satisfaction surveys. Owners love their Yetis.

Diesel Yeti prices cover a range from just over £18,000 to just under £28,000. 'Our' Yeti is one of the mid-priced models with a current list price of just below £21,500. That seems pretty fair for a car with this much

driver-pleasing ability and passenger appeal. We went for an Outdoor 1.6 TDI GreenLine II in Elegance trim. Our only extras were the Brilliant Silver metallic paint and some floor mats to protect the carpets. With a standard kit list that includes leather upholstery, heated front seats, dual-zone climate control, cornering headlights, cruise control, a six-CD audio system and all the connectivity you need to stream music and pair your mobile phone, the car came pretty well equipped. About the only thing I might have wished for that wasn't included is satellite navigation, but my trusty TomTom with traffic monitoring and speed camera alerts has filled

What have I liked about the Yeti? How much time have you got? The list is long, and my enthusiasm for the car remains entirely undimmed after six months with it. It is a crisp, responsive drive with pert responses and tidy handling. It rides well, helped by modestly sized wheels which also feature as one of the few things I would choose to criticise the car for. But first, back to the many plusses. Refinement is pretty good. There isn't









Yeti is departing just

before one of my

offspring is moving

house, for which it

might have been

support vehicle. So, what haven't

I liked about the

a very useful extra



"Am I sorry to see it go? it? Yes to that too. Like just about everyone who drives a yeti, I'm a fan..."

Very definitely. Will I miss

Yeti? Hardly anything. It's a touch irksome that those smallish wheels, which contribute to good ride quality, look a bit puny in the wheel arches. The car has also proved consistently less frugal than the somewhat optimistic 61.4mpg combined fuel figure. In real world driving it hasn't matched what is achieved under the perfect rolling road test conditions. But that is true of most cars.

> Am I sorry to see it go? Very definitely. Will I miss it? Yes to that too. Like just about everyone who drives a Yeti, I'm a fan of its honest, no nonsense amiability. There is compensation though. Coming to replace it is a car we ordered six months ago, and have been looking forward to. It's another Skoda. Which one? More about that next month.

Sue Baker

much wind noise even at motorway pace, the engine is pleasantly muted and road rumble is not particularly noticeable. The 104bhp, 184lb ft, 1.6-litre turbodiesel

unit tucked under that curvy bonnet does a robust job of hauling about a car weighing around one and a third tonnes. Performance, though not lavish, is perfectly adequate and even with a full load the car feels zippy enough to cope with every kind of road-going terrain the British Isles can throw at it. The stop-start system works slickly and is mostly unobtrusive.

For a car with this size footprint - just 4.2 metres long - it packs in a heck of a lot of space. There is not much to complain about with 416 litres of boot room packaged in a nice, tidy, square shape, and with a tailgate that opens high and shelters you if you need to load the car in a downpour. Having up to 1,760 litres of load space with the back seats folded means you can turn the car into a temporary furniture van. It's really rather a pity that the

Standard equipment

16-inch alloy wheels with 205/55/R16 tyres and tyre repair kit Alarm system

Anti-lock brakes and brake assist

Auto-dimming rear view mirror

Bi-Xenon headlights with cornering functionality and headlight washers

Bluetooth mobile phone connectivity

Cruise control

Driver, passenger, side, head and driver's knee airbags with passenger side de-activation switch

Dual-zone climate control

Electric and heated mirrors with power folding

Flectric windows front and rear

Electronic stability control

Front fog lights with cornering functionality

Heated front seats

Hill hold control

Isofix child safety seat fasteners on rear outer seats Leather steering wheel and gear knob

Leather upholstery

Privacy glass

Radio with six-disc CD autochanger with auxiliary socket and steering wheel controls

Rain sensor

Rear parking sensors

Remote central locking

Roof rails

Traction control



SKODA YETI OUTDOOR

Elegance 1.6 TDI CR GreenLine II



Big roomy square-shaped boot, extendable to a whopping 1,760 litres of carrying capacity, with high loading space and the handy convenience of a removable LED torch built into the side wall.



With past MPG Marathon success, I am by no means a leaden-footed driver, but even so the Yeti's fuel consumption has been consistently below the 61.4mpg combined figure.

Price when new	£21,365
Price as tested	£21,955
Options fitted	Metallic paint, textile floor mat set
Built	Kvasiny, Czech Republic
Layout	5-door crossover, 5-seats, front-wheel-drive
Engine	1598cc, 4-cylinder, 16-valve, turbodiesel with stop-start
Transmission	5-speed manual
Power output	104bhp at 4,400rpm
Maximum torque	184lb ft at 1,500 to 2,500rpm
Top speed	109mph
Acceleration 0-62mph	12.1secs
CO ₂ emissions (tax band)	119g/km (C) Euro 5
Economy (urban/extra urban/combined)	54.3/67.3/61.4mpg
Economy (on test)	56.3mpg
Fuel tank size/range	55 litres/743 miles
Benefit in kind tax liability	19%
Insurance group	14
Size (length/width without mirrors)	4,222/1,793mm
Boot space (minimum/maximum)	416/1,760litres
Kerb/max towing weight	1,335/1,400kg
EuroNCAP safety rating	★★★★ (pre-facelift tested)
Date arrived	7th April 2014
Mileage	5,042 miles
Costs	None
Faults	None



umerous accolades including best 4x4 award put the Kia Sportage in good standing in the world of compact offroaders. Loads of equipment as standard and 7 years warranty make it excellent value for money. There are no more choices of engines in the 2014 range however and none have enough useable power or a decent fuel economy.

Performance is the Kia's main issue, an issue Michael Brentford from Hertfordshire couldn't ignore. The Sportage came to him almost brand new with 873 miles on the clock. Other SUV's on the market have much more flexible engines such as the Skoda Yeti or the Nissan Qashqai but competitors don't come near the value for money, the stylish looks or the level of standard equipment the Sportage offers. Feeling underwhelmed by the engine, Mr Brentford turned to Tunit to get the performance and fuel economy he needed for long distance drives.

'Plug and play' tuning has been around for almost a decade. It is the easiest and safest method of getting the very best out of your diesel engine. There are many variations to choose from but, as with most
things, you do get what you pay
for. Unlike a remap or chip, Tunit
is none-invasive to the vehicles
ECU and can be simply removed
or switched off when desired and
doesn't damage or alter existing
software or safety parameters set by
the manufacturer. Tunit is programmed with
software specifically tailored to each engine
to improve power, performance and fuel
efficiency.

The 2.0 litre CRDI diesel engine is the strongest power plant available in the range and it comes standard with the Dymax intelligent all-wheel-drive system, but Mr Brentford only had usable power between 1200 and 2600 revs meaning city driving is needlessly hard work. More torque is needed across the gears and more power to get back up to speed after slowing for traffic.

Tunit intercepts signals from the ECU and more efficiently manages several injection parameters and fuel pressure. Software also knows the limitations of specific diesel engines and how to get the most power efficiently across the rev range.

Using a 4 wheel drive dynamometer, power tests by Tunit actually revealed that the engine was healthier than it should have been, producing 159bhp, an extra 25bhp in standard configuration than manufacture supplied figures of 134bhp. Torque measurements were as they should be at 236lbs/ft. Tunit Technicians calibrated software in the Tunit Advantage Il to work with the Sportage and after fitting, enhancements to the power and the rev range are immediately noticeable. Acceleration is smoother and more direct when climbing back up to speed and more of the rev range becomes accessible. Tunit Advantage II boosted torque to 274lbs/ft and the engine was producing 20% more power at 183bhp.

According to Mr Brentford, 6th gear previously had no pull and was only of





ORIGINAL HORSEPOWER: 159 BHP

183 BHP

ORIGINAL TORQUE: 236 IBS/FT

288 IBS/FT

any use at 50mph or above meaning the trip computer showed a huge drop in fuel economy when not on a motorway. Tunit calculates fuel injection and pressure more efficiently meaning that power is available across each gear and higher gears can be used for cruising at lower speeds to save fuel. With Tunit, 6th gear still pulls at 30mph and bottom end diesel lag is significantly reduced. Having a modern, stylish crossover and extra equipment is not something that a fun and useable diesel engine should be sacrificed for. To put these gains in perspective, an SUV with an additional 50bhp to the KIA is an extra £4000, and there would still be the issue of fuel economy and an uneven rev range to deal with.

Used for work and long drives to meet clients, Mr Brentford said that 34.4mpg was his best average fuel economy from the Sportage with day to day work.

Two upcoming meetings in London and Edinburgh gave Mr Brentford the perfect opportunity to test fuel economy improvements quoted by Tunit technicians. The round trip of 600 miles had a blend of motorways, cities and A-roads. With a bit

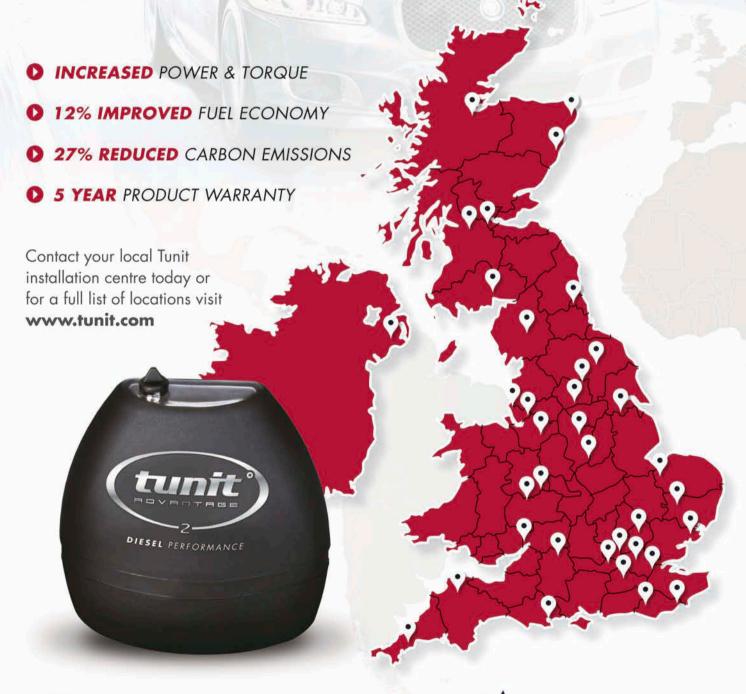
of careful driving and Tunit managing the engine, the onboard trip computer recorded a huge 51.2mpg. Software is continually updated and specifically tailored to each vehicle. If you purchase a new vehicle, Tunit can simply be reprogrammed and fitted to the new engine in the majority of cases.

Tunit Advantage 2 with RedBoard technology carries a 5 year product warranty, 2 years engine and driveline warranty and a lifetime part exchange making it a long term investment for efficient vehicle tuning. Tunit can also be purchased on a pay monthly scheme from as little as £11 a month so you can start saving immediately.

For more information and the specifics of what Tunit can do for your own diesel vehicle visit www.tunit.com, email info@tunit.com or call 01257 274100



DIESEL TUNING IS CLOSER THAN YOU THINK...





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Dumfries T: 0330 660 0846 E: Dumfries@tunit.co.uk

Glasgow T: 0330 660 0962 E: Glasgow@tunit.co.uk

Inverness T: 0330 660 0982 E: Inverness@tunit.co.uk

Peterhead T: 0330 660 0983 E: Peterhead@tunit.co.uk

IRELAND

Downpatrick T: 0330 660 0927 E: Downpatrick@tunit.co.uk

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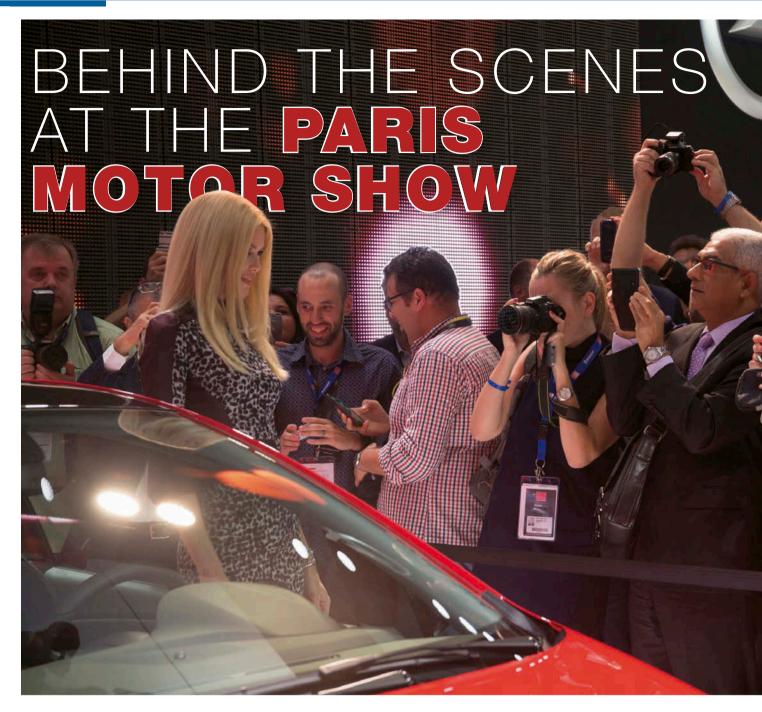
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It's very easy to take the appearance of hot new models for granted at an international motor show. We look back at last month's Paris show and examine exactly what goes on behind the scenes when a new car makes its world motor show debut. Maxine Ashford reports.

ndy Warhol once said that everyone would experience 15 minutes of fame in their lifetime and it would seem that cars also fall under that same umbrella. Because that's exactly the length of time each manufacturer has to wow the crowds when unveiling a fresh new model at an international motor show.

Fifteen minutes to open the show, get all the information across from some high-brow executive, reveal its latest model and then leave an audience desperately clambering to get a closer look at the car. If it doesn't work, the people walk away and if it fails miserably they leave during the show – it's the ultimate brushoff.

Thankfully that wasn't the case at the Opel stand this year in Paris where the highly anticipated fifth-generation Corsa

was the star attraction. It arrives badged as a Vauxhall in showrooms later this year. There was a clever catwalk theme to the programme with cars appearing through LED doors, giving us a twirl on the revolving platforms and then sashaying to the side of the stage to pose and pout accordingly.

The car's importance to the industry and technical details were conveyed by Dr Karl Thomas Neumann, Opel Group's CEO, there were some funky James Brown sounds and then supermodel Claudia Schifffer was introduced as an Opel brand ambassador and amid some slightly cheesy banter, she announced: "I really love the design of the new Corsa. Paris is where it all began for me too. The car is very beautiful and very chic, just like Paris." Finally, the time was up and the crowds 'did' push forward onto the





show) and I said 'one day I want to organise something like this'. Now I'm here in the capital of fashion."

Sabrina, who was born in Germany, has been at Opel for 18 months and admits the whole planning and production process is a huge team effort that is months in development. But clearly if something goes wrong, all eyes are on her. "In this case, we started planning at the Geneva Motor Show - so about six months ago. We were on the stand there and already discussing about - 'oh no Paris - we have to make it even better than Geneva'. And then we said - why don't we make it a catwalk theme, because Corsa is about fashion and it coincides with the Paris Fashion Week? So we came up with this crazy idea about having the stage as a catwalk and a dynamic press conference where the cars come out and they are the models. What was really great was that we also had Claudia Schiffer, so we had the link between Paris, the car, the show and Claudia - all those factors together."

You would think there would be a massive

team of planners behind such a major event, but that's not so as Sabrina explained. "It's a combination. We get a briefing from our management early on and they make it very clear what they want. Next, we usually pitch to an agency, so we have different solutions. They show us different proposals and there is one winner that we choose and then we start to refine it. "But I'm responsible for the entire stand. However, we are always in very close contact with the local teams - France in this case. For Geneva, it was the Swiss team, so we are always very much aligned and we would never do anything that they don't know about. We include them in all the steps and they are invited to all our meetings. It's a real case of teams working together. We have a very good relationship."

The squad of set builders had less than two weeks to get the stand ready, and the day before the big event there was a full dress rehearsal, apart from Ms Schiffer. But despite all the practicing, it can still be a thoroughly nerve-wracking affair when anything can go wrong in the

stage to get a closer look at a car that has already sold more than 12 million units in its 32-year history.

So it would seem the new Corsa's fifteen minutes in the spotlight was a resounding success, but the only person who could give us a truly honest opinion of just how it all went was Sabrina Kron, Opel's Brand Manager for international motorshows and we caught up with her immediately after the unveiling. The 32-year-old explained how she is responsible for everything that the audience sees on the stage and how the job was fulfilling her life-time ambition, despite the pressures. She said: "It's fun. When I joined Opel, I said it was the job I always wanted to do - I wanted to organise motor shows from the very first day. When I was a kid, I was walking at IAA (Frankfurt motor





heat of the moment. Miss Kron explained: "It's always a pressure and every show is like oh-my, hopefully it all works. I'm always nervous. My disaster scenarios are that the LED doors don't open or the LEDs turn black. That would have been a complete disaster. It would also have been a big problem if the cars missed the turntables. And if the doors didn't open, then there would be no cars on stage. We have really practiced it to make sure it works okay."

And thankfully it all went to plan, so you might expect that Sabrina would be putting her feet up and taking some deep breaths after such a traumatic couple of weeks. But far from it – she has her focus firmly set

Paris could also have been the city where the doors didn't open on the Opel stand, or the autocue failed, or the turnstiles got stuck, or the...



on 12 months down the line and Frankfurt. "Frankfurt is the biggest show in terms of square metres for us, so it is quite a challenge. This is only 2,000 square metres, whereas Frankfurt IAA is more than 4,000 square metres. We have already started working on it. And of course Geneva at the same time, and Brussels! One thing to emphasise, though, is that this would never be possible without our agencies. They are heavily involved from the first day. It's all about teamwork."

So it would seem Sabrina has indeed found her dream job and despite the pressure and anxiety, she admits to loving every minute and being dedicated to highlighting the brand's characteristics. "We always speak the language of Opel and

you should understand that this is an Opel stand and it fits the brand. We are exciting. We are German." And while Sabrina begins her preparation for the next major show, we are left to reflect on the words of Dr Karl Thomas Neumann, CEO Opel Group: "Paris is known as the city of love and we want you to fall in love with our world premieres here today. Paris is also the capital of fashion and that is why we have a catwalk today, and as you can see I have some real supermodels with me here on stage."

Paris could also have been the city where the doors didn't open on the Opel stand, or the autocue failed, or the turnstiles got stuck, or the... Thankfully it wasn't and as Sabrina agreed: "It was perfect."

Maxine Ashford







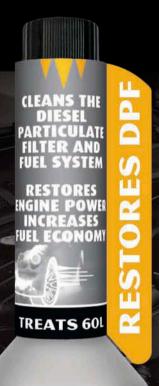






INTRODUCING.....

DIESEL PARTICULATE FILTER CLEANER & REGENERATOR



- ONE SHOT TREATMENT FOR FAST RESULTS WITHOUT THE EXPENSE OF DISMANTLING OR RENEWAL
- HIGHLY SUITABLE WHERE SHORT TRIP STOP-START DRIVING IS THE NORM
- LOWERS THE TEMPERATURE OF REGENERATION ASSISTING THE REMOVAL OF TRAPPED SOOT PARTICLES
- CLEANS THE DPF PROVIDING OPTIMUM FUEL ECONOMY, REDUCING EMISSIONS AND RESTORING ENGINE POWER





HO HO BLOW!



With the festive season fast approaching, your driving licence is at risk if you have a tipple or two and don't know if you're over the legal drink drive limit. Here we help to prepare you, and test some of the most popular breathalysers on the market.

ost of us like to make merry at Christmas, and celebrate the New Year. Over the festive season, there are few who won't indulge in a drink or two at some point. But it is a sobering thought that for some, who over-indulge and then pick up the car keys, 2015 could turn into a rather barren year on the driving front.

We all know perfectly well that we mustn't do it – put ourselves and others in peril by drinking and driving. Common sense and the message hammered home by years of Christmas drink-drive campaigns keep most of us safe. There is a worrying trend, though, in morning-after offences. Some 17 per cent of drink driving convictions occur the following morning, when some of the over-indulgence of the night before is still lingering in the bloodstream. The majority of motorists seem to assume they are safe from blowing above the line on a breathalyser after a gap of a few hours from drinking and a night's sleep. Research shows that 51 per cent of drivers are unaware

that they could still be over the limit the next morning. They're wrong, as over 17,000 morning-after convictions each year unhappily testify.

How much drink will you have consumed to be at risk of a positive breath-test reading the next day? Less than many might think. Evidence shows that for average drinkers, four pint of beer or three large glasses of wine could be enough for you to still be at risk of a licence-risking reading on a police breathalyser while on the way to work the following morning – even after a good night's sleep. That's scary, with a 12 months minimum ban in prospect for anyone caught out.

It simply isn't worth risking it, for fear of becoming just one unhappy statistic amongst the 500,000 police breath tests a year carried out in Britain. But it also explains why there has been a steep rise in sales of personal breathalysers, used to check your own breath-alcohol level. For anyone driving in France, it is a

HOW DID WE DO IT?

No, the Diesel Car team didn't have a wild party then puff into the array of breathalysers. We did it much more scientifically that that, using a RepCo Model 3402C, the table-top Breath-Alcohol Simulator that is used to calibrate official police breath-testers.





legal requirement to carry an approved breathalyser, a rule introduced under President Sarkozy's regime. Oddly, though, there is no penalty for failing to do so, as the fine attached to the rule has been scrapped since President Hollande took power.

Be aware of differing levels of permitted alcohol limit. Here in the UK it is relatively high at 80 milligrams of alcohol per 100 millilitres of blood, or 0.08 BAC (Blood Alcohol Concentration). In Scotland it is lower, at 0.05 BAC, the same as in Ireland and much of Western Europe. In Scandinavia it is famously strict at 0.02 BAC. A report produced three years ago suggested that if Britain's 0.08 limit was reduced to 0.05 - in line with most of Europe - it could potentially save 300 lives a year. But it was deemed a death-knell for many of Britain's rural pubs, and the limit stays at 0.08. For now at least.

If you are thinking of asking Father Christmas for a breathalyser in your stocking this year, which one is worth having? There are a confusing array of breathalysers available on the market, ranging from one-use, blow-in-the-bag devices, to smart re-usable electronic gadgets. We have tested a range of them to find out how good they are, and here are the results.

RE-USABLE BREATHALYSERS

SCORE

ALCOSAFE KX6000S

PRICE	£64.50
NOTABLE FOR	World's best-selling
	breathalyser
DESIGN	Small silver device, looks a
	bit cheap
USE	Supplied with washable
	mouthpieces, five in a pack
EASE OF USE	Traffic light display
ACCURACY	Not great. Some readings
	wildly above the true limit.
VERDICT	****



ALCOSCAN AL2500

t30 05

PRICE	133.33
NOTABLE FOR	Reasonable pricing, but
	confusing documentation
DESIGN	Pocket-fitting 105x45mm,
	black plastic body,
	detachable mouthpiece
EASE OF USE	Reasonable, mouthpiece has
	gaps at sides and doesn't
	attach very securely
ACCURACY	Fair. Reads higher than true
	level.
VERDICT	Slightly cheap looking
	construction and variable
	accuracy, but well priced.



RE-USABLE BREATHALYSERS

ALCOSENSE ELITE

PRICE f50 00 NOTABLE FOR Multi award-winning DESIGN Neat handheld device. 95x34mm, slides open to reveal blow-tube EASE OF USE Very. Clear on-screen readout. Screen goes red when near limit ACCURACY Excellent, with read-out showing two decimal places VERDICT The prestige breathalyser, neat and easy to use, very

ALCOSENSE LITE

PRICE £39.99

NOTABLE FOR Well priced for the quality

DESIGN Pocket-size, 105x45mm

EASE OF USE Good. Have to attach plastic blow-tube

ACCURACY Very good, with read-out to one decimal place.

VERDICT Simple and easy to use pocket breathalyser

SCORE ******

SMART(PHONE) BREATHOMETER

PRICE £59.99

NOTABLE FOR Mouthpiece-free design that needs a ruler to use it

accurately

DESIGN Small, black, attaches to

smartphone

EASE OF USE Instructions say blow from

two-inch distance, No

mouthpiece

ACCURACY Worryingly variable, depends

on a very precise distance

VERDICT ★★★★★





Some 17 per cent of drink driving convictions occur the following morning...

ONE USE BREATHALYSERS

All of these use a similar method: you blow into the standard-size bag, attach it to a transparent tube containing potassium dichromate crystals, then squeeze the bag empty to pass the breath over the crystals. Be aware that they have a two year shelf-life – check the expiry date.



ALCOPROOF

PRICE £2.99 each, £5.99 twin pack

NOTABLE FOR Quirky English translation
from the French instructions

EASE OF USE The crystals alter colour,
and if over the line, you're

over the limit.

VERDICT Does the job perfectly well

ALCOSENSE SINGLES

PRICE £5.99 twin pack

NOTABLE FOR Only one that shows three alcohol limits, 0.02, 0.05 and 0.08 BAC

EASE OF USE Handy to have a clear way of checking for the limit in different countries

VERDICT Good to get if you're travelling around the UK,

Ireland and abroad

ALCODIGITAL

PRICE £2.99 each, £5.99 twin pack

NOTABLE FOR Hilarious cartoon
Frenchman on the
instructions

EASE OF USE Similar to Alcoproof, the
crystals change colour. Over
the line means over the limit

VERDICT Amusing cartoon packaging,
makes you laugh, unless
you're over the limit

ALCOSENSE NF

PRICE £4.99
twin pack
NOTABLE FOR Clearest,
as used by
French poli

French police for roadside screening

DieselCa

RECOMMENDED

EASE OF USE Easy-to-read tube, strongest fixing between blow-up bag and plastic tube

VERDICT Best of the single-use designs



AlcoDigital Platinum

The Worlds' First Replaceable Fuel Cell Breathalyser

How much is YOUR licence worth?

Do you want a *cheap* breathalyser, or an Accurate one? If the Police test you they will use a Fuel Cell. Why not use the same?

Accurate, Reliable, Convenient - the Brand New AlcoDigital Platinum.

Why Fuel Cell?

Accuracy, Reliability, Consistency and Longevity.

No Police Force anywhere in Europe uses semi-conductor breathalysers because they are simply not accurate or reliable enough. Fuel Cells are far more consistent and less prone to sample error.

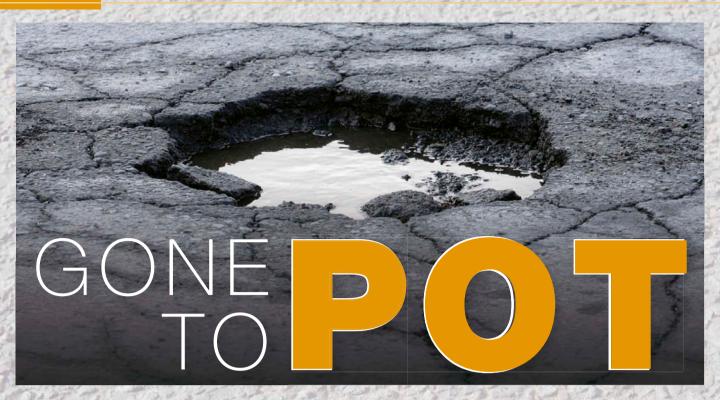
Why Replaceable Cartridge?

Up until now all fuel cell breathalysers had to be returned every 6-12 months for calibration because the complexity of the fuel cell had defied attempts to create a user-replaceable cartridge; not anymore. Simply click out, click in & go.

SERIAL NO KEEGDOOB2

User-Replaceable Fuel Cell Cartridge

10 x more Accurate than Semi-Conductors



Don't let potholes pull you down. Follow our top tips to stay on top of them.

otholes are a serious blight on Britain's roads, costing UK motorists an estimated £750 million every year. Responsible for as many as 10 per cent of all mechanical problems, they are one of the main causes of axle and suspension failure, with authorities currently paying out in the region of £30 million a year in compensation claims. It's almost impossible to avoid them, but forewarned is forearmed. So we'll tell you how to reduce your chances of becoming a pothole victim, advise you on how to report potholes and if you're unlucky enough to suffer pothole damage, how to make a proper compensation claim.

HOT POT

Potholes form where road surfaces crack under the summer heat, or as a result of

constant heavy traffic. These cracks allow rainwater to seep into the underlying dirt and gravel substructure. During colder weather, the water freezes and expands, pushing out the dirt and gravel and leaving a hole. As drivers continue to drive over these unseen holes, its puts even more stress on the thin asphalt layer covering them, and the underlying void collapses to leave a pothole in the road.

Local councils have a duty to maintain the roads, which they do with either a temporary or a permanent filling material. During the winter months, most potholes are filled with a temporary soft asphalt and sometimes a layer of gravel, but these repairs will often need fixing again in the summer. A permanent hot summer mix on the other hand combines compacted asphalt and aggregate, which is designed to last for years.

POT LUCK

Avoiding most potholes is largely a matter of common sense and vigilance. Keeping to sensible speeds and leaving a reasonable gap between your car and the vehicle in front means you'll have time to avoid most of them. Always be more cautious when the roads are wet and avoid big puddles at all costs - they could be hiding a large pothole.

If you are unlucky enough to hit a serious pothole, you're much less likely to suffer serious mechanical damage or a burst tyre if your tyres are properly inflated and you keep to a constant speed. Never panic or swerve aggressively to avoid one and watch out for motorcyclists or cyclists who may detour suddenly to avoid one.

If a pothole causes damage to your vehicle, you may be able to claim for compensation, but it will take time. Firstly







you must establish who maintains the road. Local councils are responsible for maintaining about 90 per cent of UK roads, and if it isn't their responsibility they'll tell you. If it occurred on a private road, your claim will generally be against the road owner or the properties on that road.

Gather as much evidence as possible photographs, exact measurements and even witness statements. Make detailed notes, keeping an accurate account of events. Were the street lights on, is it on a bus route, near a school and was it hidden from view? Report the pothole to the local authority by filling in an online form at www.gov.uk/report-pothole - just enter your postcode and follow the online instructions. Give a good description of the location, leaving your name, address and telephone number and make sure you keep a record. The relevant council should keep you informed about repair progress. Don't forget: local councils can only fill a pothole if they know about it. If you want it repaired, don't just ignore it - report it. In the event of an accident, this is essential, as a Court will look dimly upon a case where the complainant hasn't told the local authority and given them an opportunity to put it right.

You'll then need to claim in writing (check out www.gov.uk/claim-compensation-injuryroad-pavement) explaining in detail exactly what happened. Your letter or online claim might eventually be read out in court, so think carefully about what you say: explain exactly what happened, when, where, etc. and include a detailed map. Highlight what costs you have incurred and explain that you wish to claim for compensation. But keep it reasonable, only claim for the actual costs incurred, as any inflated or exaggerated claim for costs will ultimately fail.

Your claim may well be rejected under section 58 of the Highways Act, but don't worry, this is standard legal practice and doesn't mean you won't eventually gain compensation. Authorities send this letter as they know that a very high percentage of people will not pursue their claim any further after they receive it.

Next submit a Freedom of Information Act request to find out how often the road is inspected and maintained and then use this to assess the authority's defence against your claim. If the council's inspection policy mirrors the national code (www.ukroadsliaisongroup.org/

roads/code_of_practice.htm) and they've followed it to the letter, your claim is unlikely to succeed. But if they haven't, a claim for compensation will almost certainly be successful. This will take some time though the council may even try to drag things out as long as possible hoping that you will simply get fed up and give in. But if you have a good case and refuse to let it drop, you will ultimately be offered compensation. If an offer is eventually made, be willing to negotiate - it's likely that you might not be able to claim for all of the costs you incur.

If a pothole causes damage to your vehicle. you may be able to claim for compensation, but it will take time.

DRIVING TIPS TO AVOID POTHOLES

- Watch your speed and always leave a decent gap between your car and the vehicle in front.
- Note the traffic flow if cars in front of you are making unexpected detours, take heed - there may be a pothole in the road ahead.
- Be cautious when the roads are wet don't drive over a deep puddle, it may be hiding a large pothole.
- If you can't avoid a pothole, slow down and hold the steering wheel firmly to avoid losing control.
- Go around potholes safely never swerve violently and always watch out for other motorists.
- Potholes are hard to see at night, so make sure your headlights are clean, and drive more cautiously.
- They often develop at the edge of road surfaces, at joints between different sections of the road and where puddles collect.
- Potholes are extremely dangerous for motorcyclists and cyclists. Watch out and give plenty of space, as they may swerve suddenly to avoid them.
- Always maintain the correct tyre pressures - an incorrect inflated tyre may increase the risk of a tyre bursting if you do hit a pothole.



Bored with the Christmas television and cooped up with the family? Now you can pretend to be clever and amaze your friends and relatives with some really unusual and interesting motoring facts and trivia. We won't tell

CASH IN THE STATIC

All cars are electric - even yours. As you steer along the highway, electricity is generated simply through the process of the bodywork brushing through the air. That static energy builds up, being released only when you get out and earth the car by touching the bodywork. By the 1980s, the fad for the claimed remedy of conductive strips was huge. Drivers gueued to cash in on the device which, when set up to trail from the rear bumper, claimed to remove the risks of passengers getting sick, or turning into human Van de Graaffs when exiting. All these punters, however, were made to look pretty silly by a 1985 report in the New Scientist which suggested your car's tyres are perfectly adequate for discharging all that static energy. Meanwhile, Trading Standards officers prosecuted one supplier of anti-static strips because they didn't work. Undeterred, the trade for this item persists, though they are marketed with some credibility as a cure for radio interference.

FACT! If you hold the metal frame of a car door BEFORE exiting, it's impossible to receive a static charge.

2—0 GREEN CARS ARE

In a way, this is sadly true. The USA's AAA Foundation crunched (sorry) data on the colour of cars involved in road traffic collisions. Using data from New Zealand, the analysis concluded that silver cars were half as likely as white (currently the UK's favourite new-car choice) to come a cropper, while green was twice as likely as white. Along with black and brown, green was placed in the sin bin, though insurers in the UK say there's far more to their risk calculations than the paintwork - so colour remains a choice that won't affect your premiums. Scientifically speaking, the safest colour you can opt for is sadly not the most tasteful: lime. Because it's in the middle of the visual spectrum, it's the best hue for being seen.

FACT! The least likely colour for the human eye to perceive is... red. As in fire engines.



BUT OFFICER, I WASN'T "DRIVING".

You might define "driving" as being at the wheel and in motion, but the legal definition can be dangerously broad. For example, you have no hands-free, so you pull over to take a call safely in a lay-by. Yet with your belt still on and the engine running, you can still be nicked for phone use while driving. Similarly, sleeping in a car after a party, even if you're in your pyjamas and tucked up nicely on the back seat, can incur a drink-drive charge if the keys are in your possession.

FACT! Case law has found that "driving" a car can even mean kneeling into the driving seat and releasing the handbrake (Rowan v Chief Constable of Merseyside, 1985)



WHAT HOT CAR?

Tests in the USA have shown that the average temperature difference between a white and black car, as measured from the paintwork, is 54.6 degrees Celsius. If you thought that means you can fry an egg on the bonnet, you'd be wrong: the temperature required to perform this basic culinary operation is 70 degrees Celsius, Interestingly though, the external heat differential between black and white fails to translate to the interior climate, because interior heat comes almost entirely through the car's glass. And paradoxically, black paintwork draws heat away from a car because the air convects more quickly from the surface. Hence Bedouins don't wear white.

FACT! A white car has a lower albedo (the scientific term for reflection co-efficient) than any other and does a (little) bit for the global climate by reflecting the sun's rays back into space.



WE ALL CLUNK-CLICK, RIGHT?

The first seatbelt laws for all occupants came into play 31 years ago in Britain - so we've had ample time to accept them as a crucial no-brainer in our daily driving routine. Yet around five per cent of the UK's 37 million drivers don't buckle up. The Institute of Advanced Motorists discovered 14 per cent of those it questioned frequently flout the law. The pro-gun, pro-nicotine lobby cites seatbelt laws as another infringement on the right to kill yourself. In the USA, the National Motorists' Association speaks for millions who say the belt should be an unenforced option. That's despite the profuse evidence of lives saved and the apocryphal but true story of anti-belt campaigner Derek Kieper who, you guessed it, died after being thrown from a tumbling Ford Explorer.

FACT! Despite the obvious safety benefit of headrests (ie head restraints) it remains not a legal requirement to have them fitted in your car.



THE MYTH OF THE VEGAN CAR

Here's a warning for anyone planning nut roast instead of slaughtering the fatted turkey: if you care about animals to the extent of not exploiting them in any facet of your everyday life, be that food, clothing or transport, the average hatchback is most probably going to flag up welfare issues. On the face of it, it might seem fair for any leather-free model to boast a sticker "No animals were harmed in the making of this car" but if you look more closely, the connections between the abattoir and car plant are often revealed. Your tyres contain stearic acid, used to hold the tyre's shape under surface

friction. It's a product derived from animal fat. Urea, usually from pig urine, can also be used to make plastics, while it has been heralded

as a miracle cure for NOx emissions (though in the case of Mercedes-Benz's BlueTec innovation, it's synthetic). If you have plywood in your car (check under the trim in the boot) chances are old-fashioned animal glue is a component.

FACT! Early versions of the KdF-Wagen (Beetle) in Nazi Germany suffered from in-cabin stink caused by the use of fish glue to secure the headlining.



If you've tried to use your phone while fuelling up, you may well have been shouted at by an annoyed tannoy. But is it illegal to do so? No, there is no law prohibiting such use, but as a customer of the petrol retailer, you maybe ought to comply with the request. Safety fears stem from a rash of viral tales of explosions and catastrophe, but the USA's Cellular Telecommunications Industry Association and American Petroleum Institute jointly deny the risk. The CTIA said: "There is no evidence whatsoever that a wireless phone has ever caused ignition or explosion at a station anywhere in the world. Wireless phones don't cause gas stations to blow up. Warnings being posted in petrol stations simply perpetuate the myth."

FACT! Some petrol stations also insist it's a safety risk to get out of your car and begin fuelling up with the door still ajar. A greater risk is bubonic plague from the forlorn loo around the back.



7.6 YEARS

No, it's not the average time a Londoner spends stuck in traffic, but the current average age of a car on the road in Britain, according to the Retail Motor Industry Federation. That's great news for dealers and anyone wishing to see Joe Motorist piloting cleaner machinery that's trod a smaller carbon footprint at its manufacturing stage, but not so good if you ask what was so wrong with all those cars aged eight for them to disappear. Of course, we're talking averages, but the days of the old fashioned banger are numbered: next time you take a road trip, try to spot a car made before the 1990s. They're a rare species.



FACT! The average UK car age has actually RISEN since 2008, when it was 6.8 years. Worldwide, the average age of a Volvo when sent to its maker is 19.8 years.

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CHRISTMAS

nce you've stuffed yourself silly with turkey, downed a few sherries and set fire to the Christmas Pud, it's time to set aside some 'me' time, and get away from the family

arguing about what to watch on the box. The Diesel Car Christmas Crossword has been designed so you can shut yourself off from the festivities and have some fun. So grab yourself a cheeky

ACROSS

- 1 The new name for the Land Rover Freelander 2 replacement. (9, 5)
- 7 Long running Vauxhall that replaced the Nova. (5)
- 10 Smallest VW in the line-up, part of the Citigo and Mii family. (2)
- 11 American maker, now merged with Fiat. (8)
- **13** Acronym for exhaust gas recirculation valve. (3)
- **15** SsangYong revealed the XIV-Adventure at the Paris motor show 2014, what was the last part of the name of the other concept car called? XIV-??? (3)
- 16 Name of the sportiest diesel SEAT Ibiza and Leon. (2)
- 17 Van version of the Hyundai i800. (5)
- **18** VW's pick-up truck. (6)
- 20 Gullwing Mercedes-Benz sports car, just replaced. (3)
- 21 The name given to the three-door version of the Vauxhall Astra. (3)
- 22 Legendary large Citroën that replaced the CX in the line-up. (2)
- **23** German tuning company specialising in uprating Volkswagen Group products. (3)
- 24 Short for Sportwagon. (2)
- 27 Model of American off-roader made in Toledo, Ohio. (8)
- 28 Newest addition to the Jaguar line-up. (2)
- 29 Not left-hand-drive, the side of the road the UK is on. (3)
- **31** Their fuel stations have a green, yellow and white livery. (2)
- 33 An acronym for Gran Turismo. (2)
- 35 Concept car that previewed the look of SEAT's Leon SC. (3)
- 36 Pair of medium MPVs made by SEAT. (5)
- 37 Compact executive saloon made by Lexus. (2)
- **38** Performance variant of the new Lexus coupé. (3)
- 40 Vauxhall's large car, replaced by the Vectra. (8)
- 44 Lubricant that is essential to stop the engine siezing up. (3)
- **45** Medium car that wears the vRS and Scout badges with pride. (7)
- **46** British-built medium car that rolls off the production lines in Swindon. (5)
- **48** All the Japanese car makers suffered when this currency weakened during the recession. (3)
- **49** The biggest off-roader in the Mercedes-Benz range. (2)
- **50** Audi's sports car just replaced. (2)
- **54** When the Peugeot 306 was launched in 1993, this was the bottom-of-the-range trim level. (2)
- **55** The name given to Audi's hatchback variants of the A5 and A7. (9)
- **57** More rugged versions of the Dacia Sandero wear this nameplate. (7)
- **60** The model name for the most powerful Ford Focus diesel yet. (2)

- 61 British maker of off-road vehicles. (4, 5)
- 63 The name of Peugeot's electric car. (3)
- **64** Kia's mini MPV, just facelifted at the Paris motor show. (5)
- 66 British-built mini-MPV made in Sunderland. (4)
- 67 The car version of the Ford Transit Connect. (7, 7)

DOWN

- 1 Makers of the Sandero and Duster. (5)
- 2 The fastest Range Rover Sport so far, albeit powered by petrol. (3)
- 3 An Audi A4 in drag, wearing a SEAT badge on its snout. (4)
- 4 Third generation coupé, recently revised by Volkswagen. (8)
- **5** Large Vauxhall that replaced the Carlton. (5)
- **6** SsangYong that previously wore the Rodius badge, before its facelift. (7)
- 8 Two-door drop-top edition of the MINI, built at Oxford. (8)
- 9 British-built medium-sized Toyota. (5)
- 12 Small car built at Valenciennes in France. (5)
- 14 Other member of the Q7 and Cayenne off-road family. (7)
- 19 Baby three-door Alfa Romeo. (4)
- 21 Chinese maker that sells the Steed. (5, 4)
- 25 American car maker specialising in electric cars. (5)
- 26 Sporty but affordable Volvo trim level. (7)
- 27 Four-door coupé edition of the Merc A-Class. (3)
- **30** Van version of the Mercedes-Benz Viano. (4)
- **31** Long running Citroën compact van, also available as a car version with windows. (8)
- 32 Baby Merc crossover. (3)
- **34** Top of the range trim level for the MG6 GT. (3)
- 39 Well respected Subaru estate car, reborn as a crossover more recently.(8)
- 40 Interesting new medium crossover vehicle from Citroën. (6)
- 41 The name of Vauxhall's new city car, on sale next summer. (4)
- 42 The smallest Toyota in the line-up. (2)
- 43 Kia's Fiesta rival. (3)
- 47 Volkswagen's four-door coupé based on the Passat. (2)
- 48 Smallest Chrysler on sale in the UK. (7)
- **51** The first hybrid car from Honda. (7)
- 52 Large Jaguar coupé due to be discontinued soon. (2)
- **53** Baby Ford that shares its underpinnings with the Fiat 500. (2)
- **56** Acronym for All Terrain Vehicle. (3)
- 58 Probably the most significant three letters for diesel fans. (3)
- **59** Fiat's Corsa rival that shares the same underpinnings and some engines. (5)
- **62** The name for the Mitsubishi ASX in Japan. (3)
- **64** Common name for a commercial vehicle. (3)
- **65** German number plates will have these initials on them symbolising the country of origin. (2)

CROSSWORD

tipple, liberate some snacks and spend time completing this festive puzzle. It's just for fun, and so there's no prizes for finishing, but you'll have the satisfaction of knowing that you managed

to complete it. The answers will be in next month's issue, but if you're stuck, don't be afraid to drop Doctor Diesel a line to get some clues at doctordiesel@dieselcarmagazine.co.uk.

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TECH TALK

PUT A HYUNDAI IN YOUR SHOPPING BASKET

oes the thought of walking into a new car showroom fill you with trepidation? As a reader of this magazine, probably not. But, I'm sure you know someone who comes out in a cold sweat at the mere thought of a smooth talking car salesperson with a pushy patter. And while times are changing, the image of dealerships staffed by commission hungry salespeople is proving hard to shake.

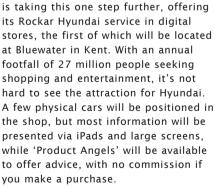
According to Hyundai, 93 per cent of new car buyers now conduct all their research online from the comfort of the settee, only visiting a dealership to sign on the dotted line. So, as of this month, Hyundai is giving customers the choice to buy a car on the internet without ever visiting a bricks-and-mortar dealership.

It has partnered with digital car retailer Rockar to provide an online shop to allow potential customers to research, arrange a part exchange, choose a payment option and pay for their new car without ever leaving home. In a radical new move, there's no obligation to speak with a salesperson during the process. Once the car is on your driveway, you'll also be able to use Rockar Hyundai to arrange servicing for your vehicle.

Tony Whitehorn, President of Hyundai Motor UK, said: "Rockar Hyundai is a highly innovative and enticing addition to our existing dealer network. Hyundai UK is developing a more integrated approach towards the way we retail cars, reflecting the ways in which people shop and the use of technology in the retail environment."

Manufacturers, including Hyundai, have already had success with 'pop-up dealerships' in shopping centres. While an out-of-town industrial estate may often be left deserted in bleak weather, placing their latest model in an inviting mall can entice new customers. Hyundai





If visitors to the Bluewater store fancy a test drive, the full product range will be located a minute's walk away in a special section of the multi-storey car park ready to test out. Customers buying their new car at Bluewater will also be able to collect it from the shopping centre and take it back for servicing, while customers from further afield will need to pay a small fee to have their new car delivered to their doorstep, with



TOMTOM AND VW PLAN ELF-DRIVING MAPS

he Volkswagen Group and TomTom have signed a Memorandum of Understanding to develop Highly Automated Driving (HAD) technology. Their common goal is to develop a digital map complex and accurate enough to enable self-driving cars to get around. Road furniture, including lane markings and traffic lights, will all have to be included 1





ANDROID TO POWER IONDA CONNECT VEOTAINMENT

he 2015 Civic will feature a Honda Connect infotainment system featuring internet radio and web browsing. It's powered by Android 4.0.4, with a modern new

interface supporting pinch, swipe and tap gestures and should appear in other models soon. Pictures also show a 'Honda App Centre', so downloadable software and applications are expected.





he Institute of Advanced Motorists (IAM) is warning drivers planning to wear an Apple Watch that they could pose a danger to other road users. The IAM believes the device

- which connects to an iPhone 6, can display messages and make and receive calls - "could significantly impair driving performance, being a major cause for distraction and road accidents."



routine maintenance taken care of by their local Hyundai dealership.

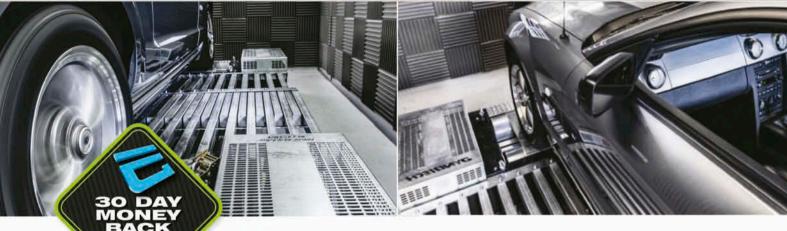
The founder of Rockar, Simon Dixon, said: "It is clear from research that customers buying a new car can find it an intimidating process. Rockar's vision is simple - to ensure that the customer is truly at its heart and feels empowered throughout the process."

Andy Goodwin 🝱





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he annual MPG marathon gives us an opportunity to brush up on our economy driving skills, with many of them directly applicable to everyday motoring, with a healthy dose of competition thrown into the mix to ensure we are at the top of our game. The car with which we participated this year, a SEAT Leon SE 1.6 TDI Ecomotive, has an EC Combined figure of 85.6mpg. It was driven down to the event base on A-roads and dual carriageways in a moderately rapid manner, adhering to speed limits, and was averaging around 55mph until we became bogged down on the M25. At that point, after 120 plus miles, its computer (known to be fairly accurate) was then showing a trip average of 73mpg; equally significant was the contribution that its stopstart system made to fuel economy whilst stuck on the M25, when nearly two hours and 10 to 15 miles of stop-start shuffling dropped its figure by only around 5mpg. The fine economy performance was replicated with over 72mpg on the full return journey of 215 miles, albeit at a lower average speed, (from traffic delays) of around 45mph. This was real world motoring and you might feel guite confident that, with a little effort and application of the principles that we preach on this page, this car and many others like it, with similar EC fuel economy figures, will consistently return 65 to 75mpg in relatively open road motoring.

Onto the event; it was a pretty tough course with ventures west from the base near

Cirencester over the River Severn into Wales, then north to Worcester over the Malvern Hills, and then home passing by Gloucester and through the southern Cotswolds. Day two took us south and west, passing by Swindon and Newbury to near Andover, then across the hills to Bath, and back to base on the M4 over the same hills. On both days, most competitors suffered some significant periods of really horrible weather conditions, sunshine and cloud suddenly turning into violent thunderstorms, with turbulent winds and very heavy rainfall leading to flooded roads. Many competitors on day two were using the M4 in both directions, with the westward journey dragging down mpg figures on account of strong side and head winds. In better weather, we think that most competitors might have been able to add 4 to 5mpg or more to the overall figures returned over the total course of 330 to 350 miles. Our route choices between the fixed checkpoints were mainly chosen to avoid busy urban areas and traffic congestion, using roads that were sympathetic to our style of economy driving; that's no different from what you might do in normal motoring. To this end, we used two sections of fairly straight minor road, former Roman Roads, Fosse Way and Ermine Street, where the alternative would have been motorways, dualcarriageway, or busy A-roads. We saw very little traffic on these "roads less travelled" and were therefore totally in control of our driving style, and able to cruise at our chosen speed of around 45 to 50mph in fifth gear, in the "sweet spot" of the engine's torque band of around 1,400 to 1,800rpm. On more challenging sections we dropped into third gear, using the same engine speed band and using generous amounts of throttle when climbing hills to get the engine working at healthy and efficient speeds, rather than lightly-loaded and inefficient. It worked for us, and we covered the two day course at an average speed of just under 36mph, well inside the time allowances.

Over the last few miles on day two, we were looking at computer figures of around 84mpg, after the first day standing at 82.8mpg. We had 14.59 litres of fuel added at the preliminary refuelling station, and then saw 3.5 litres more added to fully brim the tank by the precision refuelling AA team. This all worked out at 83.9mpg over 334 miles, annoyingly just 1.7mpg below the Leon's EC Combined figure, and a touch disappointing. But EC test cycles don't go up hills and over flooded roads, or through driving rain and headwinds, so we have to be pretty happy with the result, even if we were defeated by a few other competitors, including three out of a heavyweight five-car Honda Civic 1.6 i-DTEC Hatchback and Tourer entry that was seemingly counting on numbers for victory. Honda engineers Fergal McGrath and James Warren managed an astonishing 97.92mpg over the route in a Civic Tourer, beating the official EC figure of 74.3mpg by more than 23mpg.

Victor Harman





1997 LTI FX4 Fairway

or the past 17 years, Lesley Bennett's immaculate white LTI FX4 Fairway taxi has been a familiar sight on London streets. She has had some interesting people in the back of her cab, including Dustin Hoffman, Barbara Windsor, and even the Queen and Prince Andrew. No, not the real ones, they were lookalikes, but she did a double-take when they first got in!

In all that time the 1997 R-reg London taxi, with its 2.7-litre Nissan diesel engine and automatic gearbox, has proved very reliable. It has had no major work on the engine while it has been heading four and a half times around the clock, but it has had a steering box replacement in 2012. Other work included new seats and carpet, a replacement exhaust, as well as a full respray four years ago. And of course it

has been regularly serviced every two to three months throughout its life.

Now, to her chagrin, it has been pensioned off from city duty. It has been outlawed from plying its trade at the cab ranks by the Mayor of London's air quality strategy, which outlaws cabs more than 15 years old. Lesley's cab is not the only one affected, around 3,000 others have also been driven out of business. So she has been forced to replace her faithful classic-looking Fairway with a new TX4 taxi, which is in the same unusual colour - Ford Diamond White

What happens now to the high-miler Fairway? It stays on the road in a new role. Lesley plans to keep it going as a wedding car, and has even taken a floristry course so she can deck it out with bridal flowers.



It is just as well that it is only cabs, not cabbies, who have a 15-year limit. Lesley has been a cab driver for 24 years, since taking it up as a steady income when she was a single mum with two young boys to support and bring up.

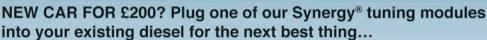
What's the secret to keeping a vehicle going strong for such an elevated mileage? "Look after it well and keep on top of any jobs all the time," says Linda. "This is not just a cab to me, I'm very proud of it and how well it goes and looks. I'm just sorry it's been driven off the road as a London taxi. That's Boris's fault. On its last day, I drove it around town with black balloons attached. From now on it'll be white ribbons instead."

Sue Baker D

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JDDERING UPDAT

Hello Doctor.

I thought I would send you an update on my shuddering Insignia (Issue 330). I went to the garage that you recommended (Scotts of Dundonald) and they did a thorough check on the car. No fault codes appeared on the diagnostic test, but out on the test run the fault happened. There is this stutter/shudder for all of 10 to 15 seconds when in fifth or sixth gear, travelling at about 60mph, and with the engine revving at about 1,800rpm, when going up a hill or slight incline. When I spoke to the garage, they think it may be a dual mass flywheel problem, but they cannot be 100 per cent sure as it is intermittent, and on the return drive back to the garage, no fault happened when the same speed was replicated as earlier during the test drive. They have asked me to monitor it to see if it gets any worse, as this will worsen progressively they say, if it is the dual mass flywheel. It seems there would be a noise that you could hear if the DMF was failing. I can now feel a bit of vibration in the clutch pedal and also I have noticed first thing in the mornings that the clutch pedal travel is shorter, and then it becomes normal. When I mentioned this, they said that this was further evidence pointing towards the DMF.

So I am going to wait to see how this progresses and see if this starts to happen in lower gears, and then take it back to the garage. Regards, **Hugh Scott**

Very good of you to come back to me Hugh. I hope that you found Scotts Garage helpful and worth the trip. I have to confess that my knowledge of Dual Mass Flywheel problems is very much second-hand, rather than handson, although I have researched the subject fairly well. I'm not in disagreement with what has been suggested by any means, but I'm surprised that you haven't detected any rough tickover, or shuddering and possibly nasty rattling noises on engine shutdown. Here below is a written extract from the web that sounds very much like your problem. This was diagnosed as being early signs of DMF problems... so maybe these symptoms will appear in time?

For example, another Insignia owner writes: "Looks like another problem has reared its head with my Insignia 160 CDTi. Joining the motorway and slowly accelerating to 60mph, I changed into fifth gear at about 2,000rpm and the car began to shudder, as if the revs were

too low for the gear. I released the accelerator and I could still feel the shudder, and the engine revs were bouncing. I accelerated and it stopped at about 2,500rpm, but then came back as I tried changing up. I had to drop into fourth at 60mph to stop it, it went on for a minute or so, then stopped, and I managed to get back up to sixth with no trouble. This is the third time it's happened whilst cruising in a month.'

Sounds more than a bit similar, doesn't it? I don't know how long you've had your car Hugh, but I think you said it had 98,000 miles on the clock, which is no mean mileage, and I'm wondering whether you have had any thoughts of changing it... and you could perhaps get a fairly good deal trading it in now, while the problem is only very occasional. It is unlikely to appear on a short test run, and I would think about getting out of the car, and letting some dealer pick up the bill, and pass the cost on as part of his margins. Not the sort of advice that I usually like to give, but you could be looking at near to a four figure bill on you car, at a Vauxhall dealer, for DMF replacement. Think on it. Best regards.

Doc Diesel



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JPDATE ON KRIPPLED KOMBI

Doc, I got the van serviced by Scotts Garage last week. It has done about 2,500 miles since we last corresponded, and has gone into limp home mode three times since then Twice when nulling a half tonne trailer on a long uphill gradient, and once when I provoked it, just to see if there was still a problem. I have been driving it very little myself, most of the driving having been done by a work colleague who has been under instruction to rev it enthusiastically now and again. It has had a full tank of double dose of Millers through it, and a couple of normal dose tanks. Jonny Scott is still of the opinion that it just needs more use of the turbo to stop it getting lazy.

Wiclif

Hmmm. That's a little bit disappointing, although seemingly something of an improvement on the previous situation. Has anyone mentioned the possibility of the turbo vanes sticking? If they don't "feather" when they should do when engine speed rises, to reduce the boost level, they will trigger an overboost fault, although I would have thought that would have given you an engine fault warning light display. Ask Jonny Scott about it, next time you're passing. We did a test of a turbocharger cleaning product quite a few months back, which is supposed to clear sticking vanes - it's called Revive, and you can find it on the web. But before

you splurge out £45 to £50 on this, without any real faith that it will be the solution, Scotts should be able to check whether or not the VGT vanes are moving freely and being actuated properly, without much dismantling. There's also a wastegate actuator valve named N75 that can malfunction, causing this sort of problem. Finally, covering

all bases, you could try the MAF (mass airflow filter) cleaning trick, where on Bosch MAFs if you rev the engine above 3,000rpm just as you shut down, it creates a cleaning cycle where the MAF wire is heated to red/while hot, which burns off any oil residues. Worth a try anyway, a couple of times when you shut down, although I'm told you should not do it too often as it shortens MAF life - but then yours has had a good life already anyway, hasn't it? Always good to hear from you Wiclif, but it would be nice to see an end to the saga, wouldn't it. Best regards,

Doc D

Wiclif sent my reply to Jonny Scott, at Scotts Garage, who replied...

Hi Wiclif. My thoughts all along have been that the turbo vanes were sticking, hence my advice to make it work by allowing it to build full boost by allowing higher

revs. I don't see an issue with the N75 valve, nor do I see any issues with the vacuums or hoses; during the test drive I took with you and subsequent look I had during the service. I see nothing wrong with the data readings. If you remember, it didn't fault the day I drove it with you, and unfortunately, with this problem being so sporadic, it's going to be very difficult to pin it down exactly. From experience and based on the trouble codes retrieved and the live data I recorded, I'm going with sticking vanes in the turbo: occasionally, however, I've found no hard evidence to back things up, it's merely that I've been here before and everything points the same way. How do we proceed forward from this point?

Jonny

Look forward to the next episode of this gripping saga! Doc

DMBI SPIN-OFF

Dear Doctor Diesel.

Reading the letters about the Kombi going in to limp home mode and your reply suggesting the diagnosis of a faulty turbo being wrong, I have to tell you our experience. We have suffered this with our SEAT Altea 2.0-litre TDI 140 for about four years. We had black smoke and a very noisy turbo whine, and it always occurred in 4th, 5th and 6th gears, usually on the motorway. Also, the engine was very sluggish and the fuel consumption in mpg had increased from mid to upper 40s mpg to low 30s. Eventually we took it to a SEAT dealer who diagnosed that the turbo was faulty, and needed replacing at a cost of £2,050. The SEAT dealer explained the problem, which is basically the internal wastegate sticks due to the turbo sooting up and so it fails to open under a full load causing a "spike" and this initiates a turbo overload and it shuts down and goes to limp home mode. On a ten year old car, £2,050 was not financially viable, but we found a specialist near home (Arden Bridge Services in Redditch) who supplied a reconditioned turbo and fitted it for £600 including VAT. The car is transformed and

feels so much smoother, faster. and more economical. It feels like a different car! I'm not sure if this is a design fault, or just bad luck, but the garage that repaired the car have done a "large number" of replacement turbos on this engine type. So your Kombi reader has been given the correct information and it looks like a new turbo will do the trick, as long as he can find a good garage to do it.

Rob O'Connor, Bromsgrove

Thanks for your note. There have been further developments with the Kombi as above. But there's no black smoke, just a sporadic tendency to hesitate and cut out when asking for power, which disappears after an ignition restart, and then doesn't happen again for a good while. I and Scotts Garage think that the turbo is gummed up in some way - quite possibly due to sticking vanes. We think the turbo is fundamentally alright, but needs a good clear-out, which doesn't happen in normal motoring as Wiclif drives mostly for economy.



I'm very glad that you got your problem sorted and your turbo replaced at a very reasonable cost, but we don't think at this stage that it needs to go as far as that, and most of the time the old Kombi rattles along OK. But I'll mention Arden Bridge Services of Redditch in the column, who sound as if they are a good outfit, charging a fair price. The Altea uses a different turbo from the 2.5-litre TDI Kombi too, although I accept that similar problems do afflict many of such variable geometry turbos. Thanks again, and best regards,

Doc Diesel



ROAD RANT

The motoring pages of most newspapers really irritate me, and I sometimes wonder why I keep reading them. The letters seem to come from complete morons and you can tell that most of them sort of think of themselves as real car enthusiasts, but of the type that go to the Goodwood weekends and slobber over old racing cars and ridiculously expensive and fast new ones. So it makes a refreshing change to read your earthy words and the realism that goes with most of the stuff in Diesel Car. Anyway, this is not getting me far in terms of putting my questions to you!

Firstly, do you think that the increasing electronics technology that's going into most new models are actually advancing the motoring cause and, secondly, do you feel that it is the cars that should be continually "improved" when the roads themselves, aside from the odd new stretch of dual-carriageway, are deteriorating in the quality of their road surfaces and becoming increasingly confusing with more and more road signs appearing with every passing year?

Bill Baker, Filey

Those are a refreshingly different couple of questions Bill, on which I'll be very happy to air my opinions! I have to confess that I'm tending to suffer these days from a bit of technology overkill, particularly when I sense that some of the "driver aids" that are appearing seem to conspire to reduce the effort and concentration required to drive safely and, as a result, easily tempt people into using mobile phones and indulging in other dangerous distractions. Of course we men aren't that good at multitasking, and increasing age means that I'm even less able to tickle my stomach and stir

a cup of tea at the same time anyway now - not that I often feel that urge! But at the same time this new technology is arriving, other avoidable aspects of car design are actually making them even more necessary; if your vision, front side or rear from the driving seat of one of the more highly styled cars is seriously reduced, that's precisely why you may

now need such rear-view cameras, blind spot warning systems, and added pedestrian safety systems, along with traffic queue low-speed collision prevention measures.

Meanwhile, as I think you are suggesting, more and more (and often badly sited) road signage relating to speed limits, approaching hazards, lane prohibitions, no-entry areas at junctions, and so on is increasingly overloading drivers with information - even when they know where they are going. For the stranger in town who's not only driving, but also trying to navigate using road signs, or a flawed satellite navigation system that gives late turn instructions, you've a recipe for more accidents, not less - particularly with the surprise element of someone on two wheels weaving their way seemingly fearlessly between cars and trucks.

At the same time, the roads themselves are deteriorating from a simple lack of money for maintenance and Britain's roads are slowly sinking to the abysmal level that I experienced when working in the USA in the 1980s, where lack of money had allowed many once decent roads to slip into being little better than middle-age cart tracks. Where's the progress in that? Do lane deviation warning systems work properly when the white lines



themselves haven't been repainted in years? Where's all the new technology for improved traffic management? Don't mention the Highways Agency! The best way of creating and maintaining a traffic queue on a motorway is to light up a sign saying "queue ahead" and you can guarantee the instant formation of a queue and its maintenance until the sign gets eventually turned off, whether or not there was any actual reason for the sign in the first place! Some of these signs are illuminated at the same time every day, queue or not, and they are comfortably self-fulfilling when, within minutes, the required queue has been generated. How satisfying!

There's also a fundamental contradiction somewhere when new car sales in Britain, funded by ever more generous consumer credit, are soaring, whilst the funding for maintenance of existing roads and construction of new roads that might reduce congestion is frozen solid, or even contracting. Is this a shortcoming of government policy, or is it something we as drivers are just accepting when there seems little opportunity or system to demand any alternative. It seems to me that since the national motoring organisations came into the hands of commercial profit-making ownership, there's really been nobody to speak for the motorist. It doesn't just come down to lower fuel prices, because motoring costs have not actually soared as a result of the higher taxation of road fuel, with better fuel economy, but the credibility of that taxation has been totally lost because we see so little of it being spent on the roads and for the benefit of the everyday motorist.

Returning to technology, I do know that the 300 plus complex pages of most car handbooks are very rarely fully digested by owners and that explanations of much of the technology described therein are therefore left unread, and thus wasted. I am beginning to think that my next car will need to be in base level trim, have a manual handbrake, ignition key starting, just five gears, doors with nice protective rubbing strips, and metal bumpers with black rubber inserts. Does anvone know of a nicely maintained low-mileage 2002 BMW 318d Touring that's for sale?





CAR MANUFAC

If one part of car manufacture has improved more than any other in recent decades, it is corrosion prevention and painting, or finishing, of car bodies, and their various attachments. Rust is now rarely a problem that bothers us, which makes a huge difference when shopping for a used car. Much of the progress is down to the various metals that form the welded and otherwise bonded parts of a car's "body in white", as it is called, which are themselves far more complex than in times past.

In place of mostly the traditional mild steel, sophisticated high strength steel sheeting and tailored structural pressed parts that compose the body are protected from corrosion by galvanising and other zinc coatings of varying types, according to the degree of protection required. In some cars, like the BMW 5-Series, mixed metals in the form of special steels and lightweight alloys are combined in the bodyshell, with careful sealing using special adhesives where otherwise they might make contact, to prevent any electrochemical corrosion resulting from their dissimilarity. In most finishing systems, five or more layers of coatings will be applied during the painting process. Before any painting though, the bare body shell is meticulously cleaned in solvent or detergent baths and dried to remove any contamination that might have been collected during manufacture - most critically any oils and greases that might compromise the

adhesion of the paint subsequently applied. Following this, a solution of phosphoric acid and phosphate salts is applied, adding further to corrosion protection and improving the adhesion of the following coatings, by full immersion of the body in a tank of the phosphate.

After drying, a layer of tough primer, usually an epoxy-based paint, fills in any tiny scratches and small imperfections. This is almost universally applied in full immersion dip tanks where "electro-deposition" using electrostatic charging applies thicker paint layers to vulnerable areas. like sharp corners. Following this, operators, or now more frequently robots, apply plastic seam sealant that protects crevices and cavities at panel joins and welded joints from any moisture penetration that might initiate corrosion. This may be then followed by application in specific areas of sprayed sound-insulating material and underbody protective sealing. After application of further primer, decorative coloured coatings will then be applied, usually by teams of robots, and heat-dried to achieve a high-gloss finish. Finally the critical hard protective coat of clear lacquer is applied and dried by robotic spraying, with paint application again assisted by electrostatic charging of the body to optimise paint distribution. Clear coat not only protects the paint from the ultraviolet rays of the sun, it also acts as protection against small dings



and scratches with a small scratch in the clear coat much less visible than a scratch in the paint. Nissan has now developed a "self-healing" clear coat, using a partially elastic resin, where small scratches actually fix themselves and disappear in a matter of days. All these finishing steps are subject to some variation, and some companies have succeeded in combining two primer coats.

Many of the layers applied in previous times employed solvent-based paints are now using water-based coatings, which necessarily require heat drying and, where mixed water/solvent-based paints are used, a solvent collection and recovery system will be used. The painted body shells finally pass through illuminated inspection stations where experienced paint specialists and automatic measurement systems examine the body surface for its colour, gloss, and the depth of layer. The result of today's manufacturing is a body with far greater protection from the elements, reduced labour input and use of toxic solvents, and more consistent application of the various coatings, where robots are used.

COLD COMFORT

Could you please update me on the reasons why, as you preach, you shouldn't warm up diesels in your driveway with the engine running, when the windows are frozen up, to clear the windows before you drive off. More to the point, what's the safe and practical alternative to this?

Geoff King

Aha! Not by any chance trying to catch me out, are you Geoff? It's actually quite a tough question, as the alternative solutions are not that simple. There's no easy way, to be totally honest, certainly not for everyone. But here are a number of suggestions which either individually or in combination, should get you on the road quickly, with clear vision, and without treating your engine badly. That's why you shouldn't leave the car ticking over - diesels are so efficient that the waste heat will take ages to heat up the coolant, and give warm air to your heater. Meanwhile the engine is running in bad conditions that allow water and corrosive contaminants to build up in your oil and around the engine and its fuel system, and soot to build up in your particulate filter.

Let's get to the nitty gritty!

- 1 Clear out that garage that's full of old kitchen units, your beer brewing kit, old bicycles with flat tyres, and the rabbit hutch that belonged to Sammy the bunny who died three years ago. Then put the car in there on winter nights. It won't stay that warm. but the windows will be clear and you'll get a much quicker warm-up by driving, rather than a very slow one on the driveway.
- 2 Get a car with a heated windscreen. Crazy, isn't it, but most cars have had heated rear windows for decades, but only a few makers offer them widely on their cars, and as an optional extra they are quite expensive. As someone blogged "It's bleeding marvellous watching people scraping their screens while the ice melts in front of your eyes."
- 3 That doesn't clear the side windows though which is essential for safe driving, so you'll still need some de-icer spray and maybe a scraper, if your car's not being put away in the garage overnight.
- 4 You'll find that many newer diesels now warm up much quicker than before, and some cars have special settings for fast



windscreen clearing, which are actually surprisingly effective.

5 Finally, you can buy windscreen covers and full car covers of various sizes that can help a lot. Bluecol do a windscreen only magnetfixed metallised fabric Frost Protector for £9.99, Halfords Advanced All Seasons full Car Cover is a better bet, as their cheaper ones are not fully waterproof and have poor fixings. Classic Additions do well made waterproof top covers (windows and roof only) from around £40, while Draper sell an impressive combined windscreen, door mirror and front window cover held in place by the doors for £19.95.

Hope these ideas help!





DM@il

Right, now it's your turn to tell us exactly what you think. Whatever the subject, good or bad, we want to hear your views. Do you have a diesel dilemma, need buying advice or just want to get something off your chest? E-mail your comments to the editor at ian.robertson@dieselcarmagazine.co.uk. You could even win a prize courtesy of Sealey Power Products if yours is chosen for the star letter. Get busy tapping away now!

Write to the editor at:

D-m@il, Diesel Car, 40 Nevendon Road, Basildon, Essex. SS13 1AW

or email: ian.robertson@dieselcarmagazine.co.uk



ACCIDENT WAITING TO HAPPEN - PART 2



Dear Ian

I was really interested in your star letter last month, as something similar happened to me in road works on the M1 last year. The engine on my Vauxhall Insignia just died whilst I was driving into the contraflow. I tried and tried to restart it, but I couldn't. Because I had literally just entered the contraflow that was on the opposite side of the carriageway, there

was nowhere for me to go. I couldn't get out of the car, because there was traffic thundering past on both sides of me. I attempted to call the police to alert them, but there was no mobile phone signal. I put my hazard warning lights on to warn other motorists and thankfully no-one hit me. It took the emergency services almost an hour to reach me, and it was only because a thoughtful motorist rang

the police for me, no doubt once they had regained a mobile phone signal.

The situation petrified me and your letter from last month brought it all back. I thought that I had just been unlucky, but it seems that this is a worrying problem that needs to be addressed before someone is seriously hurt, or even killed.

Hugh Gurton
Luton, Bedfordshire



A FEW MOMENTS OF FAME...

Hi lan

I was listening to the first episode of the new series of The News Quiz earlier today. Check out the attached link (http://www.bbc.co.uk/programmes/b04lsy03), which features a short mention of your good self a few minutes before the end.

Keep up the good work on the

magazine!

Best regards,

David Harrison By e-mail

Hi David

Thanks for your kind words and for taking the time and trouble to drop me a line with that link. I was quite

surprised when I heard it that evening, too. It's amazing how a short quote for Which magazine can be picked up by Radio 4. I found it quite strange when Which asked my view in the first place, as I felt it was a bit like a Turkey voting for the scrapping of Christmas!

Best regards

lan

LEGAL



Available around the clock, Road Traffic Representation is an online legal system that allows people accused of a motoring offence to get free advice on how the law will be applied in their case, and referral to a telephone helpline and representation by a barrister in court if required. Former practising solicitor Martin Langan spent two years designing the system and creating the data repository which allows the software to analyse road traffic offences and advise.

www.roadtrafficrepresentation.com

I had a tyre blow-out on a main road, meaning that I hit three bollards in the centre of the road. Do I have to report the accident, even though no-one was hurt?

If the bollards were damaged. yes. The law requires a driver to stop his vehicle if an accident occurs owing to the presence of a 'mechanically propelled vehicle' (so not a bicycle for example) on a road or other public place, in which either personal injury is caused to someone other than the driver of the vehicle, or damage is caused to another vehicle, or to an animal (other than an animal in the driver's vehicle or trailer), or to any property attached

to land on which the road is situated. or adjacent to the road.

If so required by a person having reasonable grounds, the driver must give his own name and address, those of the owner of the vehicle and the 'identification marks of the vehicle' (not defined, but the registration number should suffice). If for any reason the driver has not given his name and address to any person reasonably requiring it (including there being no such person present), the driver is required to report the accident to a police station, or to a police constable, 'as soon as reasonably practicable and in any case within 24 hours'. 24 hours is the maximum time, but this does not

mean vou have 24 hours in which to report; if you could have done it sooner, you may be quilty of the offence even if you report it within 24 hours. The report must be made in person, so a telephone call will not suffice, and the obligations arise regardless of whether or not the driver was at fault.

On conviction for these offences, the court must endorse the driver's licence with between five and ten penalty points and there is a discretion to order a disqualification from driving for any period and to impose a hefty fine. There is also theoretically at least the power to sentence the offender to prison for up to six months.

PEUGEOT 508 – A FRE ENCH BMW BEATER

Hi lan.

I am enjoying the magazine very much it is what motoring is all about.

I thought I would write to you about a recent purchase from Arbury Peugeot in Lichfield. I did not intend to buy anything at all at their VIP weekend, but this was an offer that I could not refuse. I got a £27,000 car for £17,795. - what a bargain! It is only five months old with 7,000 odd miles on the clock and it's a Peugeot 508 Allure 2.0 HDi 163. This car is a French BMW 5 series and every bit as good.

And before anybody comments that I do not know what I am talking about, I have owned BMWs in the past, five in fact, all of them being 5 Series. The equivalent would easily be £40,000 with this specification. As for fuel consumption, this ranges from 45 to

60mpg, yes 60mpg - it can be done. The only problem that I have had so far is that the rear passenger door handle does not lock or unlock the car automatically, but that is going to be sorted out next week under warranty.

Do I still want that BMW 5 Series? I do not think so.

Kind regards,

Keith Willis-Croft Staffordshire





The writer of this month's star letter gets a 34-piece gearless ratchet screwdriver set worth £34.

Next month's star letter wins a 10-piece stubby combination spanner set worth £43



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MOTOR MOLE

Motor Mole is a highly respected industry insider, sharing the kind of knowledge that most used car dealers and garages would rather you didn't know. He makes a living revealing helpful hints and tips to give customers the upper hand when choosing their next car.

KERB CRAWLING

ill you shed a tear now that kerbside trading has effectively been killed off? Under the new VED regulations, which has seen the abolition of the tax disc, the last owner of a vehicle must, by law, surrender its road tax - or risk a hefty fine - before it is traded on. This was the lifeblood of many kerbside dealers, as it meant they were legally entitled to park their 'stock' on the road, plus there was a sale sweetener that was handy for the end buyer too. We've probably all done it as some point - bought and sold from the roadside, that

is – but the demise of the lone trader doesn't mean the end of a cheap used diesel car by a long chalk.

The answer is beautifully simple – do what they always did and buy direct from an auction. You'll get it cheaper anyway, because you are cutting out the middle man, plus invariably enjoy more legal protection because, in an auction, it has to be honestly described. Also, in certain instances, there's an hour after close of business 'warranty' which is ample time to unearth any major faults that will earn a full, no quibble refund.

But wait a minute – as there's no need to display a road tax disc anymore, don't discount the chances of a sly trader trying his luck by parking them up and hoping that he doesn't get rumbled; after all, it's you who must tax it before you can legally drive away after sale. Just bear in mind that if you decide upon a test drive, but get 'caught' behind the wheel, then you are the one who will be fined for driving a vehicle that's not legally entitled to be on the road, and not that so-and-so sitting next to you...

SUPERMARKET

Our used car scouts have been checking out the prices at a range of car supermarkets and franchised dealers up and down the country to come up with a few of the hottest deals around, representing exceptional savings, on preregistered or nearly new cars. Everyone knows that you suffer a big hit as you drive a brand new car off the forecourt, and so if you're canny, you can pick up a bargain

\$W££P

and still have a car with the latest plate on it. Your neighbours will still be jealous of your new motor, and you can have a smug grin on your face knowing how much you have saved



PEUGEOT 208

Style 1.6 e-HDi 3-door 2014 (64-plate), 18 miles

Price when new	£15,395
Price now	£12,500
Saving (discount)	£2,895 (18%)
Where	Randles Peugeot, Stafford (01785 318522)

A stylish supermini stuffed with kit. Satellite navigation, cruise control, rear parking sensors, alloy wheels and a panoramic roof all come within the price tag.



RENAULT ZOE

Dynamique Intens 2014 (64-plate), 5 miles

Price when new	£10,500
Price now	£15,195
Saving (discount)	£5,855 (30%)
Where	Lifestyle Renault Brighton (01273 840931)

One of the biggest bargains around for entry into the electric car market, and this baby Renault is a real cracker, both in terms of looks and the way that it drives.



TOYOTA YARIS HYBRID

Icon 1.5 VVT-i 2014 (64-plate), 7 miles

Price when new	£16,195
Price now	£13,000
Saving (discount)	£3,195 (19%)
Where	Vantage Toyota, Scarborough (01723 311031)

The smallest hybrid in Toyota's line—up is able to boast about being one of only a few cars eligible for free entry into the London congestion charging zone.

TOTAL RECALL

This is our summary of all of the recent vehicle recall notices announced by the car makers and the DVSA (Driver and Vehicle Standards Agency), previously known as VOSA. Check down the list to see if your car is mentioned, and if it is, we recommend that you contact your nearest main dealer without delay, as many of the recalls affect the vehicle's safety. More information can be found at www.dft.gov.uk/vosa.

MODEL	RECALL REASON	RECALL DATE	BUILD DATES AFFECTED
Citroën C-Zero	Braking efficiency may be affected	07/10/2014	15/11/2010 to 03/06/2011
Jaguar XF	Risk of fire	27/10/2014	18/08/2014 to 02/10/2014
Jaguar XJ	Risk of fire	27/10/2014	18/08/2014 to 02/10/2014
Mazda3	Engine may stall	21/10/2014	30/10/2013 to 28/02/2014
Mazda6	Engine may stall	21/10/2014	30/10/2013 to 28/02/2014
Peugeot iOn	Braking efficiency may be affected	07/10/2014	20/10/2010 to 27/07/2011
Vauxhall Meriva	Airbag deployment could injure front seat passenger	10/10/2014	19/06/2014 to 21/07/2014

KORANI

he Korando has certainly had a chequered history and what started out being badged as a SsangYong elsewhere, arrived here with Daewoo badges as the two firms linked up for a short time, with Daewoo buying a controlling stake in SsangYong, only having to offload it when times got tough. And we all know that the Korando name has been relaunched here as a SsangYong, but it's the early car that we are concerned about here.

The original Korando was styled by Brit-designer Ken Greenley, and it is probably best to describe the design as marmite-like - you either love it or hate it! Under the bonnet was a Mercedes-Benz-sourced fivecylinder 2.9-litre turbodiesel engine. It arrived on the UK market in March 1999 and was discontinued just three years later, in April 2002. Reports suggest that just 491 examples were sold to buyers in the UK - both petrol and diesel and today just 55 diesel examples survive, with a further 22 registered as SORN at the DVLA, so in an unknown condition.

REMAINING



WATCH

Not only do our used car experts give you invaluable advice on buying a used car privately or from a dealer, but we also check out the car auctions too, to get the low down on the kind of prices being paid on the auction floor. Armed with this information, it will give you an idea of the kind of money that dealers are paying out for their used car stock, so you can push harder and get a better deal when negotiating the price of your next used car.

MANHEIM	AUCTIONS, COLCHESTER, ESSEX		ОСТОЕ	BER 2014
YEAR/PLAT	TE MODEL	COLOUF	R MILEAGE	PRICE £
2008/58	Alfa Romeo 159 TI 1.9 JTDM-2 150	Black	46,554	£4,800
2011/61	Alfa Romeo Giulietta Lusso 2.0 JTDM-2 140 Audi A3 Cabriolet S line 2.0 TDI	Black Blue	76,176 67,228	£6,400
2011/11 2007/57	Audi A3 Cabriolet 3 line 2.0 TDI Audi A4 S line Special Edition 2.0 TDI 170	Black	76,519	£10,750 £7,750
2008/58	Audi A6 Avant SE 2.7 TDI quattro Automatic	Silver	93,130	£7,300
2009/09	Audi Q5 S line 2.0 TDI 170 quattro S tronic	Grey	49,846	£18,900
2006/56	Audi Q7 S line 3.0 TDI quattro Automatic	Blue	83,867	£12,900
2009/09	BMW 116d Sport 5-door BMW 320d EfficientDynamics	Grey Black	81,132	£5,000 £8,000
2011/11 2008/08	BMW 635d Sport Convertible	Black	90,733 77,497	£15,000
2010/10	BMW 730Ld SE Automatic	Silver	71,679	£14,650
2010/10	BMW X1 xDrive20d SE Automatic	Red	44,275	£11,700
2007/07	BMW X3 2.0d SE	Black	71,050	£7,500
2010/10	BMW X5 xDrive30d M Sport Automatic	Black Brown	57,097	£22,600
2007/57 2012/12	Chevrolet Captiva LT 2.0 VCDi Automatic Citroën C3 Picasso VTR+ 1.6 HDi	Blue	38,198 23,208	£5,800 £6,650
2006/56	Citroën C4 Coupé VTR+ 1.6 HDi 16V EGS	Black	59,200	£1,525
2009/59	Citroën C5 VTR+ Nav 2.0 HDi 16V	Silver	90,267	£3,700
2011/11	Fiat Punto Evo Dynamic 1.3 MultiJet 5-door	Blue	31,670	£4,550
2011/61 2007/57	Ford First Edge 1.4 TDCi 5-door	Blue	35,325	£5,600 £2,500
2007/37	Ford Fusion + 1.4 TDCi Ford Mondeo Titanium 2.0 TDCi 140 5-door	Black Black	87,411 50,372	£5,400
2012/61	Ford S-MAX Titanium X Sport 2.2 TDCi	Silver	25,721	£18,300
2010/10	Honda Accord 2.2 i-DTEC EX	Blue	63,668	£8,000
2005/55	Honda CR-V 2.2 i-CTDi Executive	Black	99,814	£3,800
2006/06	Honda FR-V 2.2 i-CTDi Sport	Silver	72,057	£4,575
2011/61 2012/12	Hyundai i40 Tourer Style 1.7 CRDi 136 BlueDrive Infiniti FX30d S Premium	Blue Black	33,377 29,872	£10,900 £21,200
2012/12	Jaguar XF 3.0-litre V6 Diesel S Premium Luxury	Black	24,141	£23,200
2009/59	Kia cee'd 2 1.6 CRDi EcoDynamics 5-door	Silver	45,386	£4,550
2011/61	Kia Rio 2 1.1 CRDi 5-door	Red	83,601	£4,400
2009/59	Kia Soul 2 1.6 CRDi	Blue	38,621	£3,700
2011/61 2010/10	Kia Sportage 2 1.7 CRDi Land Rover Discovery 3 HSE 3.0 TDV6 Automatic	Black Bronze	7,873 41,742	£12,700 £28,950
2010/10	Land Rover Freelander 2 2.2 SD4 HSE Automatic	Black	60,436	£15,200
2008/58	Mazda5 2.0 Diesel TS2	Red	79,708	£3,750
2009/09	Mazda6 2.0 Diesel Sport 5-door	Red	70,204	£4,850
2009/59	Mercedes-Benz B 200 CDI Sport	Silver	45,682	£7,150
2010/60 2011/61	Mercedes-Benz C 200 CDI Executive SE Automatic Mercedes-Benz CLS 350 CDI Sport	Silver Silver	30,290 24,156	£10,600 £24,000
2011/01	Mercedes-Benz E 250 CDI BlueEfficiency Sport Cabriolet	Grey	16,298	£18,050
2012/12	Mercedes-Benz SLK 250 CDI Automatic	Black	27,380	£15,800
2010/60	MINI Cooper D	Silver	56,525	£7,000
2012/62	Nissan Juke Visia 1.5 dCi	Black	12,767	£9,000
2007/56 2007/57	Nissan Note S 1.5 dCi Nissan Pathfinder Aventura 2.5 dCi 171 Automatic	Red Grey	65,922 41,991	£2,100 £10,100
2009/09	Nissan Qashqai Tekna 1.5 dCi	Black	55,979	£8,450
2011/11	Peugeot 207 Sport 1.6 HDi 92 5-door	Blue	27,742	£5,250
2010/60	Peugeot 3008 Sport 1.6 HDi 112	Black	33,357	£6,900
2011/61	Peugeot 308 SR 1.6 HDi 92 5-door	Black	43,837	£5,500
2011/11 2009/09	Peugeot Bipper Tepee S 1.3 HDi EGC Renault Grand Espace Dynamique 2.0 dCi 150 Automatic	Blue Red	18,921 70,140	£4,900 £5,400
2010/60	Renault Laguna Sport Tourer Dynamique TomTom 1.5 dCi 110		31,720	£6,600
2009/59	Renault Megane Extreme 1.5 dCi 86 5-door	White	43,193	£4,550
2007/57	Saab 9-3 Airflow 1.9 TiD 120	Black	77,913	£3,250
2010/10	SEAT Altea XL SE 1.9 TDI DSG Automatic	Black	26,032	£6,500
2010/10 2005/05	SEAT Exeo SE 2.0 TDI CR 143 Skoda Fabia vRS 1.9 TDI PD	White Yellow	34,060 62,046	£6,500 £3,550
2011/60	Skoda Octavia SE 2.0 TDI CR 5-door	Blue	52,262	£7,500
2004/04	Toyota Land Cruiser LC4 3.0 D-4D Automatic	Silver	65,124	£9,500
2010/60	Toyota RAV4 XT-R 2.2 D-CAT Automatic	Grey	£16,100	£13,400
2011/61	Toyota Urban Cruiser 1.4 D-4D 4WD	Silver	28,574	£9,000
2010/60	Toyota Yaris TR 1.4 D-4D 5-door Vauxhall Antara SE 2.2 CDTi 16v 4x4 Automatic	Blue Black	72,750	£4,150
2011/11	Vauxhall Astra Elite 2.0 CDTi 16v Automatic	Grey	51,652 22,798	£8,600 £8,000
2011/61	Vauxhall Insignia SRi VX-Line 2.0 CDTi 160 5-door	White	39,276	£10,050
2010/10	Vauxhall Zafira Design 1.9 CDTi	Silver	62,370	£4,500
2006/56	Volkswagen Golf GT 2.0 TDI 3-door	Silver	97,176	£3,250
2008/58	Volkswagen Golf Plus SE 1.9 TDI Volkswagen Passat CC 2.0 TDI CR	Blue Grey	25,097 73,814	£5,100 £6,950
2010/10	Volkswagen Polo SE 1.6 TDI 5-door	Orange	65,266	£5,000
2010/10	Volkswagen Tiguan R-Line 2.0 TDI 140 4MOTION	Silver	45,481	£14,400
2006/56	Volkswagen Touareg Altitude 3.0 V6 TDI Automatic	Black	76,470	£9,300
2010/10	Volvo C30 2.0D SE	White	43,904	£6,100
2011/61	Volvo XC60 D3 DRIVe SE Lux	Silver	16,911	£16,800

NISSAN JUKE 1.5 dCi 2010 TO 2014 FROM £6,500



ho could have predicted that the wackily styled baby crossover from Nissan would be so popular. The design was previewed by the Qazana concept car at the 2009 Geneva motor show, and one year later the wraps came off the production version, named Juke, at an exclusive event in Paris. Its marmite-like looks split opinion immediately, however, buyers took to it like a duck to water. Like its bigger brother, the Qashqai, Nissan had again created a new segment, one that every rival car maker has subsequently rushed to enter.

The Juke arrived in showrooms in late September 2010, with just one diesel engine offered – a 108bhp 1.5-litre dCi unit shared with Renault. Three different trim levels were offered, entry-level Visia, mid-range Acenta and the flagship of the range, the Tekna. Acenta buyers were also offered a choice of two different packs, named Sport and Premium. All versions come with electric windows all round, air conditioning, electric mirrors, six airbags and 16-inch alloy wheels, while mid-range Acenta adds a whole host of useful equipment including what Nissan calls a dynamic control system that allows you to alter the throttle response, steering input and the efficiency of the air conditioning system. In addition, there's 17-inch alloy wheels, Bluetooth mobile phone connectivity, a leather steering wheel and gearknob and cruise control, as well as front fog lights and climate control. Sport pack versions of the Acenta

MODEL HISTORY

KEY DATES AT A	KEY DATES AT A GLANCE			
March 2010	The strikingly different Juke unveiled at an exclusive event in Paris.			
May 2010	Prices announced.			
September 2010	New Juke arrives in showrooms.			
August 2011	Top-spec limited edition Kuro model announced.			
August 2011	CO ₂ emissions drop from 134 to 129g/km.			
February 2012	Special edition Juke Shiro on sale.			
August 2012	Limited Edition Ministry of Sound model revealed.			
April 2013	New n-tec model introduced.			
June 2013	Revised range announced, with stop-start now standard and a more powerful			
	engine installed under the bonnet.			
March 2014	Facelifted Juke revealed at the Geneva motor show.			
Summer 2014	New Juke on sale in showrooms.			

DRIVE TIME

Built Sunderland, UK
Layout 5-door crossover, 5-seats, front-wheel-drive
Size (length/width without mirrors) 4,135/1,765mm
Boot space (minimum/maximum) 251/830 litres
Euro NCAP safety rating

Insurance groups (2010 to 2013)

Visia/Acenta/Tekna (13) Kuro/Shiro (14) Ministry of Sound (15)

Insurance groups (2013-onwards)

Visia/Acenta (16) n-tec/Tekna (17)

TECHNICAL

SPECIFICATIONS

JUKE 1.5 GCI (TO JUN A	2013)
Engine	1461cc, 4-cylinder,
	8-valve, turbodiesel with
	particulate filter
Transmission	6-speed manual
Power output	108bhp at 4,000rpm
Maximum torque	177lb ft at 1,750rpm
Top speed	109mph
Acceleration 0-62mph	11.2secs
CO ₂ emissions	
(To Aug 2011)	134g/km
(Aug 2011 to Jan 2013)	129g/km
(Jan 2013 to Jun 2013)	124g/km
Economy (urban/extra urba	n/combined)
(To Aug 2011)	46.3/62.8/55.4mpg
(Aug 2011 to Jan 2013)	47.9/65.7/57.6mpg
(Jan 2013 to Jun 2013)	47.9/65.7/58.9mpg
Fuel tank size/range	
(To Aug 2011)	46 litres/561 miles
(Aug 2011 to Jan 2013)	46 litres/583 miles
(Jan 2013 to Jun 2013)	46 litres/596 miles

JUKE 1.5 dCi (FROM JUN 2013 ONWARDS)

OUTCE THE GOT IT HOW OF	JIL EO IO OITHIAIIDO		
Engine	1461cc, 4-cylinder,		
	8-valve, turbodiesel with		
	particulate filter and stop		
	start		
Transmission	6-speed manual		
Power output	109bhp at 4,000rpm		
Maximum torque	192lb ft at 1,750 to		
	2,500rpm		
Top speed	109mph		
Acceleration 0-62mph	11.2secs		
CO ₂ emissions			
(Jun 2013 to Dec 2013)	109g/km		
(From Dec 2013)	104g/km		
Economy (urban/extra urba	n/combined)		
(Jun 2013 to Dec 2013)	58.9/72.4/67.3mpg		
(From Dec 2013)	61.4/76.3/70.6mpg		
Fuel tank size/range			
(Jun 2013 to Dec 2013)	46 litres/681 miles		
(From Dec 2013)	46 litres/714 miles		
Kerb/maximum towing weight			
	1,295/1,250kg		



boast rear privacy glass, a choice of grey or red upholstery and centre console trim, while the Premium pack on Acenta models also includes satellite navigation and a reversing camera. The top-spec Tekna versions build on the Acenta Premium pack with leather upholstery, automatic wipers and headlights, heated front seats and keyless entry.

Tweaks to the luke in August 2011 meant that the CO2 emissions dropped down from 134 to 129g/km, the same month that the first of a number of special and limited edition models were launched. Named Juke Kuro, It means black in Japanese, and that's the theme it takes. With just 700 made in both petrol and diesel guises, it's certainly exclusive, and therefore the resale value sits a little higher than the flagship Tekna model it is based upon. In February 2012, the Kuro was replaced by the Juke Shiro, which means white in the Japanese language. I think you

can already guess the idea here, but instead of white mirrors, there's silver items, and also dark grey alloy wheels. August 2012 marked a tie-up between Nissan and London-based club Ministry of Sound. Just 250 examples were produced, in either metallic black or solid white. Buyers of the original car were given an exclusive iPod Touch and a case featuring Nissan's self-healing paint. On a visual front. there's white alloy wheels, together with door mirrors and handles, and a Ministry of Sound logo emblazoned on the rear pillar.

Efficiency changes to the engine in January 2013 meant that CO_2 emissions dropped from 129 to 124g/km, while in April 2013, a new n-tec model was added to the line-up, to sit between the Acenta and Tekna trim levels. Extra equipment over the former included 18-inch alloy wheels, satellite navigation and a rear reversing camera as well as privacy glass and black embellishments to the exterior.



CARS WE FOUND

CAR SUPE	RMARKET
Model	Juke Tekna 1.5 dCi
Year/plate	2012/12
Colour	Metallic grey
Mileage	16,989 miles
Price	£11,995
Contact	Car Shop, Swindon (0800 458 2732)
	www.carshop.co.uk

FRANCHIS	FRANCHISED NISSAN DEALER			
Model	Juke Acenta 1.5 dCi			
Year/plate	2012/12			
Colour	White			
Mileage	42,000 miles			
Price	£9,500			
Contact	Bishops Nissan, Guildford			
	(01483 498258)			
	www.bishopsnissan.co.uk			

INDEPEND	ENT USED SPECIALIST
Model	Juke Acenta 1.5 dCi
Year/plate	2011/11
Colour	Metallic grey
Mileage	75,687 miles
Price	£7,995
Contact	Chapelhouse Car Sales, Stourbridge
	(01384 566411)
	www.chapelhousecarsales.co.uk

A revised engine was fitted to the Juke from June 2013, with the unit now producing 109bhp and 192lb ft of torque. A host of technical changes, including revised gear ratios, and the inclusion of stop-start technology for the first time, means that the car now produces CO₂ emissions of just 109g/km, and achieves 67.3mpg on the combined cycle. Further improvements in December of the same year resulted in CO₂ dropping a further 5g/km to just 104g/km.

OWNING

The bold look to the exterior continues into the cabin with a dominant centre console inspired by a motorbike fuel tank. Visually it looks great, but it does take up a lot of room in the centre of the car. Space is very much at a premium everywhere, with rear seat passengers in particular wishing there was more knee room and six footers will find their head brushing the roof. The narrow rear doors also hinder access, and the compact dimensions continue in the boot, with just 251 litres of space available with the seats in the upright position, and a high sill to haul luggage over. Thankfully the seats fold down flat and there's handy underfloor storage to hide items away. Disappointingly for a modern car, there's not a soft surface in sight, though all of the plastics do feel durable and well screwed together. All of the controls are considerately and logically laid out, with clearly labelled buttons that are mounted relatively high up on the dashboard.

Out on the road, the flexible 1.5-litre dCi engine is a great match for the Juke, with a well-mannered demeanour and good level of responsiveness. Sure it's a little clattery when

RECALLS

16th December 2010 It was possible that the brake fluid could become contaminated with mineral oil which could cause the seals to expand and affect the sealing properties. This would mean more effort was needed to stop the car. The affected vehicles, built between the 8th and 9th November 2010, were recalled and the system flushed and refilled with clean fluid.

23rd January 2012 Cars made between 8th March 2010 and 14th November 2011 may have a problem with the turbocharger boost sensor bracket separating from the air inlet tube. This results in the boost pressure being measured wrongly and the engine management light may come on. During low speed driving, this may mean that the engine stalls and it may not restart. These cars were recalled and inspected, with the air inlet tube replaced with a new one, if necessary.

25th February 2013 An airbag issue was detected whereby the gases may escape through tiny holes on the surface of the airbag in the event that the airbag goes off. This could mean that the high temperature gasses may come into contact with the driver's skin, and cause burns, though the airbag's crash protection wasn't affected. Cars made between 7th June 2012 and 4th July 2012 were recalled and a new driver's airbag installed.

When buying your new car, make sure that these recalls have been implemented. Usually there is a note in the service book, but if there isn't, you should check with your local main dealer. Don't be alarmed that the car has been recalled, as it's a sign that the car manufacturer takes its responsibilities seriously and constantly monitors the performance of its vehicles, correcting anything that isn't quite to the specification that they had hoped it would be.

cold, but it soon settles down quietly once warmed through. There's decent mid-range urge, and thanks to relatively flat handling, the Juke feels quite agile through the bends, even if the steering could do with more feel. The suspension is set-up on the firm side,





but remains relatively comfortable on all but the most heavily rutted roads. It is dependent upon wheel size though, so the larger the alloy wheels, the more you'll feel the bumps.

RUNNING COSTS

It's vitally important to know the CO_2 emissions of the car that you are interested in, as this will depend on the amount you pay for the car's vehicle excise duty. Throughout the life of the car, Nissan's engineers continually improved the Juke, with CO_2 emissions dropping from 134g/km at its launch to just 104g/km by the time the car was replaced with the facelifted edition. Cars made up to August 2011 will cost £130 a year to tax, with all examples made up to June 2013 costing £110 per annum. Once the more frugal stop-start equipped cars arrived on the market





in June 2013, the annual tax bill tumbled to just £20 a year, so if you can afford to hunt out one of these cars, it will save you cash.

PARTS PRICES

Air Filter	£21.00
Battery	£59.00
Brake discs - rear (pair)	£62.24
Brake pads and discs - front (pair)	£153.20
Brake pads - rear	£54.40
Fuel filter	£41.60
Headlight	£174.04
Oil filter	£10.73
Rear light cluster	£135.16
Windscreen wipers (pair)	£20.00

All prices quoted are for Nissan approved parts and include VAT. Savings can be made by buying parts from other aftermarket suppliers, but using them will in most circumstances invalidate any remaining warranty that you may have.

PRICES

	2010/60	2011/11	2011/61	2012/12	2012/62	2013/13	2013/63	
	42,000 MILES	36,000 MILES	30,000 MILES	24,000 MILES	18,000 MILES	12,000 MILES	6,000 MILES	
VISIA 1.5 dCi	£6,500 £7,200 £7,600 £8,200	£7,300 £7,900 £8,400 £8,800	£7,500 £8,100 £8,600 £9,000	£8,200 £8,900 £9,400 £9,800	£8,500 £9,200 £9,700 £10,100	£9,400 £10,100 £10,600 £10,900	£9,600 £10,300 £10,800 £11,100	Trade-in Private sale Independent dealer Franchised dealer
ACENTA 1.5 dCi	£7,100 £7,800 £8,300 £8,900	£8,000 £8,700 £9,200 £9,600	£8,200 £8,800 £9,400 £9,800	£9,000 £9,700 £10,300 £10,700	£9,200 £10,000 £10,600 £11,000	£10,200 £10,900 £11,500 £11,800	£10,500 £11,200 £11,800 £12,100	Trade-in Private sale Independent dealer Franchised dealer
N-TEC 1.5 dCi	-	-	-	-	-	£11,600 £12,400 £13,000 £13,400	£11,900 £12,700 £13,400 £13,700	Trade-in Private sale Independent dealer Franchised dealer
TEKNA 1.5 dCi	£8,300 £9,200 £9,700 £10,400	£9,300 £10,100 £10,700 £11,300	£9,600 £10,300 £10,900 £11,500	£10,500 £11,300 £12,000 £12,500	£10,800 £11,700 £12,400 £12,900	£11,900 £12,800 £13,400 £13,800	£12,200 £13,100 £13,700 £14,100	Trade-in Private sale Independent dealer Franchised dealer
KURO 1.5 dCi	-	-	£10,100 £10,900 £11,600 £12,200	£11,200 £12,000 £12,800 £13,300	-	-	-	Trade-in Private sale Independent dealer Franchised dealer
SHIRO 1.5 dCi	-	-	-	-	£11,500 £12,400 £13,200 £13,700	£12,600 £13,600 £14,300 £14,700	-	Trade-in Private sale Independent dealer Franchised dealer
MINISTRY OF SOUND 1.5 dCi	-	-	-	-	£11,500 £12,400 £13,200 £13,700	£12,600 £13,600 £14,300 £14,700	-	Trade-in Private sale Independent dealer Franchised dealer

DIESEL CAR ROAD TESTS

The luke has appeared in a number of DieselCar road test reports in the past, which will give you further depth as to how it stacks up. We do stock a limited number of back issues, so please call 01268 288515 to check on availability. Each copy costs £6, including P&P to any UK address. Please quote the issue number and date to ensure you receive the correct back issue that you require.

Juke Acenta 1.5 dCi	Issue 281	February 2011	
Juke n-tec 1.5 dCi	Issue 318	Christmas 2013	

Similarly, the fuel economy figures improved, with the newer the car, the more fuel efficient it is Cars without stop-start technology were capable of between 55.4 and 58.9mpg depending on when it was made, with owners reporting day-to-day figures in the mid-to-late 40s in mixed motoring. But it's the post-June 2013 versions that came with the fuel saving stop-start system that are best on juice, with official combined economy figures of between 67.3 and 70.6, again depending on when the car was made. Owners can expect to achieve late 50s, and even figures in the early 60s if they are light footed

Servicing is required every 18,000 miles or every year, whichever comes sooner, and all Jukes are covered by a three year, 60,000 mile warranty. If you decide that you don't want to pay main dealer prices, you can get the car serviced by a specialist or back street garage,

but please make sure that they use genuine Nissan parts, that they are VAT registered, and that you have proof that the maintenance has been undertaken in accordance with the car maker's standards. If you can't prove that, any warranty claim that may arise will be refused by Nissan. With main dealers keen to snare work away from independents and rival franchised dealers, they are often open to bartering, and so it's important that you play one dealer off against another to get the keenest price. Remember that it may be worth paying a few guid extra to get the main dealer stamp in the service book, as your car will be worth more when the time comes to sell.



Jukes have gathered a healthy reputation for good reliability during their four year life and Nissan dealers are also well commended for good service in both sales and after-sales. Check on any used car that servicing has been properly recorded though, and it's probably wise to buy an early car from a Nissan dealer offering a warranty beyond the soon-to-expire standard three years. Those intending to keep their Juke long-term might be advised to have the oil of the fairly hard-working 1.5-litre engine changed at more frequent 9,000 mile intervals, for extra longevity,

Jukes are not the sort of vehicle where many owners will buy expecting a soft and cushioned ride, but the base Visia's 16-inch wheels will certainly offer a better one than the 17-inch of Acenta and Tekna variants, or the 18-inch wheels of some limited edition models like the Kuro and Shiro. Replacement of more modest sized tyres will also treat your wallet far more kindly, when enthusiastic driving can chew through front tyres in under 10.000 miles.

Check out the air conditioing for full operation, as some issues with broken pipes have surfaced, and inspect the cabin centre console for any signs of the surface coating peeling off, which would be a warranty item. Handbrake cables can sometimes lose adjustment with cable stretch, so ensure this is adjusted before buying. Earlier engines can tend to bog down below 1,800rpm and those switching from other diesels may need to use somewhat higher engine speeds for a smoother take-off. Finally, check the cabin and cargo area for general abuse and accident damage, and visually check brake discs for wear and visible corrosion, as Jukes are often driven enthusiastically, although diesels are probably less so than petrol variants.



Here we highlight the kind of results that can be achieved when tuning the 1.5-litre engine in the Nissan Juke, across a range of well respected companies within the tuning industry. But power and torque increases aren't the whole story, and therefore you should discuss your individual desires and requirements direct with the company, be it extra performance, improved fuel economy or extra oomph for

towing. Be aware that any increase in power may mean that you put extra pressure on the gearbox and clutch, not to mention the braking system, so you should look at uprating these areas too. Most importantly, any kind of engine tuning is a modification, so to stay within the law and to avoid the risk of not being fully insured, you must advise your insurance company accordingly.

COMPANY	WEB ADDRESS	CONTACT NUMBER	PRODUCT NAME	POTE	NTIAL	COST
			Pro	140bhp	218lb ft	£199.99
BLUE SPARK AUTOMOTIVE	www.bluespark automotive.com	01388 606233	Pro with boost control	146bhp	227lb ft	£279.99
			CR Tech 2	127bhp	204lb ft	£149.99
CELTIC TUNING	www.celtic tuning.co.uk	01726 892873	Stage 1	141bhp	221lb ft	£295.00
EVOLUTION CHIPS	www.evolution chips.co.uk	01253 508400	-	133bhp	214lb ft	£275
TUNIT	www.tunit.co.uk	0845 838 1405	V-CR	130bhp	207lb ft	£450
TONIT	www.tumt.co.uk	0043 636 1403	V-CR Advantage II	134bhp	213lb ft	£510
VARRA TUNING	www.varra tuning.co.uk	0800 612 0445	Single channel	129bhp	208lb ft	£299

SEFUL CONTACTS

Nissan UK	www.nissan.co.uk
Juke Club	www.thejukeclub.com
Juke Forums	www.jukeforums.com
Juke Owners Club	www.jukeownersclub.co.uk
Juke Owners Group	www.jukeownersgroup.com
Nissan Juke Owners	Club
W	ww.nissanjukeownersclub.com

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FIRST TEST HYUNDAI i20 Our test thoughts on Hyundai's new baby.



FIRST TEST FIAT 500X Cutesy crossover is driven for the first time.



FIRST TEST MAZDA2 Sexy new supermini given the test treatment.



USED CAR BUYER'S GUIDE

We deliver the low down on the Kia Sportage 1.7 CRDi.



TWIN TEST

Delayed from last month, BMW's 2 Series Coupé faces the Volkswagen Scirocco.

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JARGON BUSTER

DSG, PowerShift and S tronic are names car makers use to describe their twin-clutch automatic transmissions, in the same way that Dualogic, EGC, EGS and ETG are terms for automated manual transmissions

Airdream, Blue Drive, BlueEfficiency, BlueMotion Technology (BMT), EcoFlex, Ecomotive, Econetic, EfficientDynamics, GreenLine, GreenTech and Ultra are all sub-brands conjured up by car manufacturers to describe their most eco-friendliest technology. They will typically offer better fuel economy and lower CO_2 emissions than the regular models.

UPF	=	Diesei particulate niter
N/A	=	Not available
S/S	=	Stop-start technology
ST	=	Sport Tourer or Sports Toure
SW	=	Sportwagon or Sportswagor
TBA	=	To be advised at a later date

This is the manufacturer's recommended retail price, and includes VAT charged at the appropriate rate, all delivery charges and the first year's vehicle excise duty.

TRADE-IN VALUE

This value is based upon the car being traded in to a car dealer after three years and 36,000 miles in excellent condition.

VEHICLE EXCISE DUTY (VED) BANDS - EFFECTIVE 1ST APRIL 2014
Here you will find how much you will need to pay to obtain the annual tax disc for your car. There's often a different rate for the first year compared to what is charged for each subsequent years, and a separate charge for a diesel powered car compared to a hybrid, electric or alternatively fuelled vehicle. Revised prices will be in the next issue, taking into account the record the page it to be paging in the Pudget. taking into account the recent changes to the bandings in the Budget.

CO ₂ emissions (g/km)	Diesel 1st Year Rate 2014/2015	Diesel Standard Rate 2014/2015	VED Band	Hybrid 1st Year Rate 2014/2015	Hybrid Standard Rate 2014/2015
Up to 100	£o	£o	Α	£o	£o
101 - 110	£o	£20	В	£o	£10
111 - 120	£o	£30	C	£o	£20
121 - 130	£o	£110	D	£o	£100
131 - 140	£130	£130	Ε	£120	£120
141 - 150	£145	£145	F	£135	£135
151 - 165	£180	£180	G	£170	£170
166 - 175	£290	£205	Н	£280	£195
176 - 185	£345	£225	ı	£335	£215
186 - 200	£485	£265	J	£475	£255
201 - 225	£635	£285	K	£625	£275
226 - 255	£860	£485	L	£850	£475
256 and over	£1,090	£500	M	£1,080	£490

COMPANY CAR TAX BENEFIT IN KIND (BIK) RATES - 2014/2015

COMPANY CAR TAX BENEFIT IN KIND (BIK) RATES - 2014/2015 If your employer provides you with a company car, it is treated as a perk by Her Majesty's Revenue & Customs (HMRC) and you will be liable to pay tax on it, which is called Benefit in Kind (BIK). The amount you pay depends on the P11D cost, which equates to the list price of the car, including any optional extras you choose, minus the vehicle excise duty and first registration fee. A percentage rate of this P11D cost is paid, which varies according to the CO₂ emissions of the car. Currently there is a three per cent premium levied on cars with a diesel engine (excluding diesel hybrids), but that premium is set to be removed in 2016, so that both petrol and diesel models meeting the latest Euro 6 emissions will be charged at the same rate. the same rate.

CO ₂ Emissons (g/km)	Hybrid, electric and alternative fuels % rate	Diesel % rate
Up to 75	5	8
76 to 94	11	14
95 to 99	12	15
100 to 104	13	16
105 to 109	14	17
110 to 114	15	18
115 to 119	16	19
120 to 124	17	20
125 to 129	18	21
130 to 134	19	22
135 to 139	20	23
140 to 144		24
145 to 149	22	25
150 to 154	23	26
155 to 159	24	27
160 to 164		28
165 to 169	26	29
170 to 174	27	30
175 to 179	28	31
180 to 184	29	32
185 to 189	30	33
190 to 194	31	34
195 to 199	32	35
200 to 204	33	35
205 to 209	34	35
Over 210	35	35

ALFA ROMEO

Beating MINI price-wise for kit, the po	cket	A	lfa's a	hoot t	o dr	ive	and	offe	rs gr	eat i	road	presence				
1.3 JTDM-2 Sprint	296	3	15415	6783	5-M	11	108	12.9	80.7	90	1248	83/3500		148/1500		1150 1000
1.3 JTDM-2 Distinctive		3	16655	7328	5-M	11	108	12.9	80.7	90	1248	83/3500		148/1500		1150 1000
1.6 JTDM-2 Distinctive		3	17820	7841	6-M	19	123	9.9	65.7	112	1598	118/3750		236/1750		1205 1000
1.6 JTDM-2 QV Line		3	18570	8171	6-M	24	123	9.9	65.7	112	1598	118/3750		236/1750		1205 1000
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	and	d a	smatt	ering	of cl	ass	to	comp	oete i	n th	e me	dium car	sec		ng	****
Stylish alternative, with enough gusto												dium car 103/4000	sec		ng ·	1310 1300
Giulietta Stylish alternative, with enough gusto 1.6 JTDM-2 Progression 1.6 JTDM-2 Distinctive	-	5	19170	9202	6-M	18	115	11.3	70.6	104	1598			tor.	٠	
Stylish alternative, with enough gusto 1.6 JTDM-2 Progression	:	5	19170 20420	9202 9802	6-M 6-M	18 18	115 115	11.3 11.3	70.6 70.6	104 104	1598 1598	103/4000	٠	tor. 236/1750	-	1310 1300

nited mileage Servicing: 21,000miles

2.0 JTDM-2 Distinctive
2.0 JTDM-2 Exclusive
2.0 JTDM-2 Sportiva Nav
2.0 JTDM-2 Exclusive TCT 5 23470 10796 6-M 24 130 8.8 67.3 110 1956 148/3750 5 25250 11615 6-M 24 130 8.8 67.3 110 1956 148/3750 5 25630 11277 6-A 24 136 7.8 64.2 116 1956 173/3750 280/1750 1320 1300 258/1750 1335 1300 2.0 JTDM-2 Sportiva Nav TCT 5 27380 12047 6-A 25 136 7.8 64.2 116 1956 173/3750 258/1750 1335 1300 **AUDI**

s: 116 Warranty: 3 years/60,000 miles Servicing: Variable schedule

PNG A1															Rati	na 🤊	***	**
Audi attempts to woo MINI buyers,	witl	h a	more	spaci	ous	riv	al th	nat is	good	l to	drive	fruga	al an	d r	efined.	•		
SE 1.6 TDI		3	15175	8195	5-M	14	118	10.5	74.3	99	1598	104/44	100		184/1500		1140	1200
Sport 1.6 TDI	280	3	17015	9188	5-M	14	118	10.5	74.3	99	1598	104/44	100		184/1500		1140	1200
Sport 2.0 TDI	301	3	18640	10066	6-M	21	135	8.2	68.9	108	1968	141/42	200		236/1750		1190	1200
S line 1.6 TDI	-	3	18560	10022	5-M	15	118	10.5	74.3	99	1598	104/44	100		184/1500		1140	1200
S line 2.0 TDI	-	3	20185	10900	6-M	21	135	8.2	68.9	108	1968	141/42	200		236/1750		1190	1200
S line Style Edition 1.6 TDI	-	3	19510	10535	5-M	16	118	10.5	74.3	99	1598	104/44	100		184/1500		1140	1200
Black Edition 2.0 TDI	-	3	21435	11575	6-M	21	135	8.2	68.9	108	1968	141/42	200		236/1750		1190	1200
Sportback SE 1.6 TDI	-	5	15795	8213	5-M	14	118	10.7	74.3	99	1598	104/44	100		184/1500		1165	1200
Sportback Sport 1.6 TDI	-	5	17635	9170	5-M	14	118	10.7	74.3	99	1598	104/44	100		184/1500		1165	1200
Sportback Sport 2.0 TDI	-	5	19260	10786	6-M	21	135	8.3	68.9	108	1968	141/42	200		236/1750		1215	1200
Sportback S line 1.6 TDI	-	5	19180	9974	5-M	15	118	10.7	74.3	99	1598	104/44	100		184/1500		1165	1200
Sportback S line 2.0 TDI	-	5	20805	11651	6-M	21	135	8.3	68.9	108	1968	141/42	200		236/1750		1215	1200
Sportback S line Style Edition 1.6 TDI	-	5	20130	10468	5-M	16	118	10.7	74.3	99	1598	104/44	100		184/1500		1165	1200
Sportback Black Edition 2.0 TDI		5	22055	12351	6-M	22	135	8.3	68.9	108	1968	141/42	200		236/1750		1215	1200
eng A3															Rati	ng 🤊	***	**

	Sportback S line Style Edition 1.6 TDI	-	5 20130	10468	5-M	16	118	10.7	74.3	99	1598	104/4400	184/1500		1165	1200
	Sportback Black Edition 2.0 TDI	- 1	5 22055	12351	6-M	22	135	8.3	68.9	108	1968	141/4200	236/1750		1215	1200
or 19	MA3												Rati	ng :	***	**
B	Edgier looks and upgraded cabin v	vith I	oetter k	it, plus	a n	nore	inv	olvir	ıg dri	ive t	han b	efore.		-		
_	SE 1.6 TDI											108/3200	184/1500		1230	1500
	SE 1.6 TDI Auto	-	3 22305	11599	7-A	15	124	10.5	72.4	102	1598	108/3200	184/1500		1250	1500
	SE 2.0 TDI	-	3 22175	11088	6-M	21	135	8.5	68.9	106	1968	148/3500	251/1750		1275	1600
	SE 2.0 TDI Auto	-	3 23665	11833	6-A	21	135	8.2	64.2	116	1968	148/3500	251/1750		1295	1600
	SE Technik 1.6 TDI	321	3 21575	11219	6-M	tba	124	10.5	74.3	99	1598	108/3200	184/1500		1230	1500
	SE Technik 1.6 TDI Auto	- 1	3 23055	11989	7-A	tba	124	10.5	72.4	102	1598	108/3200	184/1500		1250	1500
	SE Technik 2.0 TDI	- 1	3 22925	11463	6-M	tba	135	8.5	68.9	106	1968	148/3500	251/1750		1275	1600
	SE Technik 2.0 TDI Auto	-	3 24405	12203	6-A	tba	135	8.2	64.2	116	1968	148/3500	251/1750		1295	
	Sport 1.6 TDI	-	3 22225	11557	6-M	15	124	10.5	74.3	99	1598	108/3200	184/1500		1230	1500
	Sport 1.6 TDI Auto	-	3 23705	12327	7-A	15	124	10.5	72.4	102	1598	108/3200	184/1500		1250	1500
	Sport 2.0 TDI	305	3 23575	11788	6-M	21	135	8.5	68.9	106	1968	148/3500	251/1750		1275	1600
	Sport 2.0 TDI Auto											148/3500	251/1750		1295	1600
	Sport 2.0 TDI											181/3500	280/1750		1290	
	Sport 2.0 TDI quattro Auto											181/3500	280/1750		1395	
	S line 1.6 TDI											108/3200	184/1500		1230	
	S line 1.6 TDI Auto	-	3 25855	13445	7-A	16	124	10.5	72.4	102	1598	108/3200	184/1500		1250	1500
	S line 2.0 TDI											148/3500	251/1750		1275	
	S line 2.0 TDI Auto											148/3500	251/1750	٠	1295	
	S line 2.0 TDI	-	3 26995	13498	6-M	28	145	7.3	68.9	108	1968	181/3500	280/1750	٠	1290	
	S line 2.0 TDI quattro Auto											181/3500	280/1750		1395	
	Sportback SE 1.6 TDI											108/3200	184/1500		1260	
	Sportback SE 1.6 TDI Auto	-	5 22925	11921	7-A	15	124	10.7	72.4	102	1598	108/3200	184/1500		1280	1500
	Sportback SE 2.0 TDI											148/3500	251/1750		1305	
	Sportback SE 2.0 TDI Auto											148/3500	251/1750		1320	
	Sportback SE Technik 1.6 TDI											108/3200	184/1500		1260	
	Sportback SE Technik 1.6 TDI Auto											108/3200	184/1500	٠	1280	1500
	Sportback SE Technik 2.0 TDI	-	5 23545	12243	6-M	tba	135	8.6	68.9	106	1968	148/3500	251/1750		1305	
	Sportback SE Technik 2.0 TDI Auto											148/3500	251/1750		1320	
	Sportback Sport 1.6 TDI											108/3200	184/1500	-	1260	
	Sportback Sport 1.6 TDI Auto											108/3200	184/1500		1280	
	Sportback Sport 2.0 TDI	313	5 24195	12581	6-M	21	135	8.6	68.9	106	1968	148/3500	251/1750		1305	1600

GEARBOX
INS. GROUP
TOP SPEED
0-6ZMPH
COMBINED MPG
(RANGE)
COZ G/MM
ENGINE CC ENGINE POWER BHP/RPM ELECTRIC MOTOR POWER BHP ENGINE TORQUE LB FT/RPM

Sportback Sport 2.0 TDI Auto	-	5	25675	13351	6-M	21	135	8.3	64.2	116	1968	148/350) -	251/1750		1320	1600
Sportback Sport 2.0 TDI		5	25465	13242	6-M	27	145	7.4	67.3	110	1968	181/350	. (280/1750		1320	1600
Sportback Sport 2.0 TDI quattro Auto		5	28375	14755	6-A	26	143	6.9	60.1	124	1968	181/350) -	280/1750		1425	1800
Sportback S line 1.6 TDI		5	24995	12997	6-M	16	124	10.7	74.3	99	1598	108/320	. (184/1500		1260	1500
Sportback S line 1.6 TDI Auto		5	26475	13767	7-A	16	124	10.7	72.4	102	1598	108/320) -	184/1500		1280	1500
Sportback S line 2.0 TDI		5	26345	13699	6-M	21	135	8.6	68.9	106	1968	148/350	. (251/1750		1305	1600
Sportback S line 2.0 TDI Auto	-	5	27825	14469	6-M	21	135	8.3	64.2	116	1968	148/350) -	251/1750		1320	1600
Sportback S line 2.0 TDI		5	27615	14360	6-M	28	145	7.4	67.3	110	1968	181/350	. (280/1750		1320	1600
Sportback S line 2.0 TDI quattro Auto		5	30525	15873	6-A	26	143	6.9	60.1	124	1968	181/350) -	280/1750		1425	1800
Sportback e-tron 1.4 TFSI Auto		5	29950	tba	6-A	tba	138	7.6	176.6	37	1395	148/500	101	184/1600	243	1540	0
Saloon Sport 1.6 TDI		4	23395	12633	6-M	15	126	10.7	74.3	99	1598	108/320) -	184/1500		1270	1500
Saloon Sport 1.6 TDI Auto		4	24875	13433	7-A	15	126	10.7	72.4	102	1598	108/320) -	184/1500		1290	1500
Saloon Sport 2.0 TDI		4	24745	13362	6-M	21	139	8.6	70.6	105	1968	148/350	. (251/1750		1315	1600
Saloon Sport 2.0 TDI Auto		4	26225	14162	6-A	21	139	8.3	64.2	115	1968	148/350) -	251/1750		1320	1600
Saloon Sport 2.0 TDI	-	4	26015	14048	6-M	tba	150	7.4	68.9	109	1968	181/350) -	280/1750	-	1320	1600
Saloon Sport 2.0 TDI quattro Auto	-	4	28925	15620	6-A	tba	147	6.9	60.1	124	1968	181/350) -	280/1750		1430	1800
Saloon S line 1.6 TDI		4	25545	13794	6-M	16	126	10.7	74.3	99	1598	108/320	. (184/1500		1270	1500
Saloon S line 1.6 TDI Auto		4	27025	14594	7-A	16	126	10.7	72.4	102	1598	108/320) -	184/1500		1290	1500
Saloon S line 2.0 TDI	-	4	26895	14523	6-M	21	139	8.6	70.6	105	1968	148/350) -	251/1750	-	1315	1600
Saloon S line 2.0 TDI Auto	-	4	28375	15323	6-A	21	139	8.3	64.2	115	1968	148/350) -	251/1750		1320	1600
Saloon S line 2.0 TDI	-	4	28165	15209	6-M	tba	150	7.4	68.9	109	1968	181/350) -	280/1750		1320	1600
Saloon S line 2.0 TDI quattro Auto		4	31075	16781	6-A	tba	147	6.9	60.1	124	1968	181/350) -	280/1750		1430	1800
Cabriolet SE 1.6 TDI	-	2	26185	14140	6-M	17	124	11.4	72.4	104	1598	108/320) -	184/1500	-	1420	1500
Cabriolet SE 2.0 TDI	-	2	27535	14869	6-M	24	139	8.9	67.3	110	1968	148/350) -	251/1750	-	1460	1600
Cabriolet SE 2.0 TDI Auto	-	2	29015	15668	6-A	24	139	8.8	60.1	122	1968	148/350) -	251/1750	-	1480	1600
Cabriolet Sport 1.6 TDI	-	2	27585	14896	6-M	18	124	11.4	72.4	104	1598	108/320) -	184/1500		1420	1500
Cabriolet Sport 2.0 TDI	-	2	28935	15625	6-M	25	139	8.9	67.3	110	1968	148/350) -	251/1750	-	1460	1600
Cabriolet Sport 2.0 TDI Auto	-	2	30415	16424	6-A	25	139	8.8	60.1	122	1968	148/350) -	251/1750	-	1480	1600
Cabriolet Sport 2.0 TDI	-	2	30205	16311	6-M	tba	150	7.9	65.7	114	1968	181/350) -	280/1750	-	1470	1600
Cabriolet Sport 2.0 TDI quattro Auto	-											181/350		280/1750		1590	
Cabriolet S line 1.6 TDI	-	2	29735	16057	6-M	20	124	11.4	72.4	104	1598	108/320) -	184/1500	-	1420	1500
Cabriolet S line 2.0 TDI	-	2	31085	16786	6-M	23	139	8.9	67.3	110	1968	148/350) -	251/1750	-	1460	1600
Cabriolet S line 2.0 TDI Auto	-											148/350		251/1750			1600
Cabriolet S line 2.0 TDI	-											181/350		280/1750	-		1600
Cabriolet S line 2.0 TDI quattro Auto	-	2	35265	19043	6-A	tba	147	7.6	57.6	129	1968	181/350) -	280/1750	-	1590	1800

Rating *** 1475 1300 1515 1700 1540 1300 1565 1600 1595 1700 1680 1900 1475 1300 1515 1700 1565 1600

Cabriolet S line 2.0 TDI quattro Auto 2 33255 17472 6-M tba 150 7.9 65.7 114 1996 161/3500 - 260/1750 - 1

A4

Aud has refined its family car formula, resulting in space and style in buckets.

SE 2.0 TDI Auto - 4 2855 12119 8-A 23 130 9.1 58.9 127 1968 148/4200 - 236/1750 - 1

SE 2.0 TDI Auto - 4 28855 12119 8-A 23 130 9.1 58.9 127 1968 148/4200 - 236/1750 - 1

SE 2.0 TDI Quattro Auto - 4 28855 12119 8-A 23 130 9.1 58.9 127 1968 148/4200 - 236/1750 - 1

SE 2.0 TDI Quattro Auto - 4 28850 11850 6-M 27 142 7.8 55.4 134 1968 1754/200 - 286/1750 - 1

SE 2.0 TDI Quattro Auto - 4 3360 11414 7-A 33 155 5.9 49.6 149 2987 742/400 8.9 46/1750 - 1

SE 2.0 TDI Quattro Auto - 4 3360 11414 7-A 33 155 5.9 49.6 149 2987 742/4000 8.98/1750 - 1

SE 2.0 TDI Quattro Auto - 4 28300 11886 6-M 23 134 9.3 65.7 112 1988 134/4200 - 236/1750 - 1

SE 16-chnik 2.0 TDI Auto - 4 29850 12550 8-A 23 130 9.1 58.9 127 1968 148/4200 - 236/1750 - 1

SE Technik 2.0 TDI Auto - 4 29850 12539 8-A 23 130 9.1 58.9 127 1968 148/4200 - 236/1750 - 1

SE Technik 2.0 TDI Auto - 4 29320 12314 6-M 27 143 8.2 61.4 120 1968 175/4200 - 286/1750 - 1

SE Technik 2.0 TDI Auto - 4 29320 12314 6-M 27 143 8.2 61.4 120 1968 175/4200 - 286/1750 - 1

SE Technik 2.0 TDI Auto - 4 30800 12396 8-A 27 138 7.9 55.9 127 1968 148/4200 - 236/1750 - 1

SE Technik 2.0 TDI Auto - 4 30800 12396 8-A 27 138 7.9 55.9 127 1968 175/4200 - 286/1750 - 1

SE Technik 2.0 TDI Auto - 4 30800 12396 8-A 27 138 7.9 55.9 127 1968 175/4200 - 286/1750 - 1

SI ine 2.0 TDI Auto - 4 30850 12396 8-A 27 138 7.9 55.9 127 1968 175/4200 - 286/1750 - 1

SI ine 2.0 TDI Auto - 4 30855 13568 8-M 27 143 8.2 61.4 120 1968 175/4200 - 286/1750 - 1

SI ine 2.0 TDI Auto - 4 30855 13568 8-M 27 143 8.2 61.4 120 1968 175/4200 - 286/1750 - 1

SI ine 2.0 TDI Auto - 4 30855 13568 8-M 27 143 8.2 61.4 120 1968 175/4200 - 286/1750 - 1

SI ine 2.0 TDI Auto - 4 30855 13568 8-M 27 143 8.2 61.4 120 1968 175/4200 - 286/1750 - 1

SI ine 2.0 TDI Auto - 4 30855 13568 8-M 27 143 8.2 61.4 120 1968 175/4200 - 286/1750 - 1

SI ine 2.0 TDI A 1595 1700 1480 1600 1515 1700 1480 1600 1520 1700 1565 1600 1595 1700 1680 1900 1480 1600 1520 1700 1565 1600 1595 1700 1680 1900 1535 1300 1575 1700 1600 1300 1605 1600 1640 1700

Avant SE 3.0 TDI quattro Auto Avant SE Technik 2.0 TDIe

5 36695 14678 7-A 33 155 6.1 47.9 154 2967 242/4000 5 29600 12432 6-M 23 129 9.6 64.2 116 1968 134/4200 KERB WEIGHT (KG) COMBINED MPG (RANGE) COZ G/KM ENGINE CC ENGINE POWER
BHP/RPM
ELECTRIC MOTOR
POWER BHP TESTED DOORS PRICE £ GEARBOX INS. GROUP TOP SPEED TORQUE FT/RPM RADE-IN VALUE ENGINE T

1725 1900

	ISSUE TESTED DOORS LIST PRICE £	TRADE-IN VALUE GEARBOX	INS. GROUP TOP SPEED 0-62MPH	COMBINED MPG (RANGE) COZ G/KM	ENGINE CC	ENGINE POWER BHP/RPM ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR Torque LB FT/RPM	KERB WEIGHT (KG) TOWING WEIGHT (KG)		ISSUE TESTED DOORS	LIST PRICE £	TRADE-IN VALUE GEARBOX	INS. GROUP	0-62MPH	COMBINED MPG (RANGE) CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM ELECTRIC MOTOR	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR Torque LB FT/RPM Kerb Weight (KG)	TOWING WEIGHT (KG)
A4 (continued) Avant SE Technik 2.0 TDI Auto		13085 8-A					236/1750	- 1	575 1700	S line 3.0 TDI quattro Auto S line 3.0 TDI quattro Auto	- 4	43865 1	17768 7- <i>I</i> 18423 7- <i>I</i>	tba 15	5.5	55.4 13	3 2967 2	268/3500 -	369/1250 428/1500	- 1770	2000
Avant SE Technik 2.0 TDI ultra Avant SE Technik 2.0 TDI	- 5 30620	12860 6-M : 12860 6-M :	27 138 8.4	58.9 126	1968 1	75/4200 -	295/1750 280/1750	- 1	600 1300 535 1600	S line 3.0 BiTDI quattro Auto Black Edition 2.0 TDI ultra	- 4	36580 1	18459 8- <i>F</i> 17558 6-N	1 tba 14	4 8.4	62.8 119	9 1968 1	187/3800 -	479/1400 295/1750 295/1750	- 1625	1800
Avant SE Technik 2.0 TDI Auto Avant SE Technik 2.0 TDI quattro	- 5 32180	13482 8-A 13516 6-M	27 138 7.9	53.3 139	1968 1	75/4200 -	280/1750 280/1750	- 10	575 1700 605 1600	Black Edition 2.0 TDI ultra Auto Black Edition 3.0 TDI Auto Black Edition 3.0 TDI quattro Auto	- 4	42720 1	18293 <i>7-1</i> 17942 <i>7-1</i> 18682 <i>7-1</i>	tba 15	2 7.1	57.6 12	7 2967 2	215/4000 -	295/1250 369/1250	- 1695	2000
Avant SE Technik 2.0 TDI quattro Auto Avant S line 2.0 TDI	- 5 31230	14144 7-A	23 129 9.5	60.1 124	1968 1	48/4200 -	280/1750 236/1750	- 1	640 1700 535 1600	Black Edition 3.0 TDI quattro Auto Black Edition 3.0 TDI quattro Auto Black Edition 3.0 BiTDI quattro Auto	- 4	46040 1	19337 7- <i>1</i> 19285 8- <i>1</i>	tba 15	5.5	54.3 13	8 2967 2	268/3500 -	428/1500 479/1400	- 1770	2000
Avant S line 2.0 TDI Auto Avant S line 2.0 TDI	- 5 32175	13738 8-A	27 138 8.4	58.9 126	1968 1	75/4200 -	236/1750 280/1750	- 1	575 1700 535 1600	Avant SE 2.0 TDI ultra Avant SE 2.0 TDI ultra	- 5	33955 1	16298 6-N 17033 7- <i>F</i>	1 tba 14	0 8.7	62.8 11	8 1968 1	187/3800 -	295/1750 295/1750	- 1690	1800
Avant S line 2.0 TDI Auto Avant S line 2.0 TDI quattro	- 5 33735	14135 8-A	27 138 7.9	53.3 139	1968 1	75/4200 -	280/1750 280/1750	- 10	575 1700 605 1600 640 1700	Avant SE 3.0 TDI Auto Avant SE 3.0 TDI quattro Auto	- 5	40095 1	16840 7-A	tba 14	5 7.3	58.9 12	5 2967 2	215/4000 -	295/1250	- 1760	2000
Avant S line 2.0 TDl quattro Auto Avant S line 3.0 TDl quattro Auto Avant Black Edition 2.0 TDl	- 5 35230 - 5 39250 - 5 32305	15700 7-A	33 155 6.1	1 47.9 154	2967 2	42/4000 -	280/1750 369/1400 236/1750	- 1	725 1900 535 1600	Avant SE 3.0 TDI quattro Auto Avant SE 3.0 BiTDI quattro Auto	- 5	43415 1	18234 7-A 19250 8-A	tba 15	5 5.7	53.3 13	8 2967 2	268/3500 -	428/1500 479/1400	- 1835	2000
Avant Black Edition 2.0 TDI Auto Avant Black Edition 2.0 TDI	- 5 33785	14190 8-A 13965 6-M	24 124 9.5	5 57.6 129	1968 1	48/4200 -	236/1750 236/1750 280/1750	- 1	575 1700 535 1600	Avant S line 2.0 TDI ultra Avant S line 2.0 TDI ultra Auto	- 5	36405 1	17474 6-N 18209 7-A	1 tba 14	0 8.7	61.4 11	9 1968 1	187/3800 -	295/1750 295/1750		
Avant Black Edition 2.0 TDI Auto Avant Black Edition 2.0 TDI quattro	- 5 34730		28 131 8.	1 57.6 129	1968 1	75/4200 -	280/1750 280/1750 280/1750	- 1	575 1700 605 1600	Avant S line 3.0 TDI Auto Avant S line 3.0 TDI quattro Auto	- 5	44305 1	17869 7- <i>1</i> 17722 7- <i>1</i>	tba 14	5 6.8	53.3 13	8 2967 2	215/3250 -	295/1250 369/1250	- 1830	2000
Avant Black Edition 2.0 TDI quattro Auto Avant Black Edition 3.0 TDI quattro Auto	- 5 36305	15248 7-A 16130 7-A	28 135 8.0	51.4 144	1968 1	75/4200 -	280/1750 369/1400	- 10	640 1700 725 1900	Avant S line 3.0 TDI quattro Auto Avant S line 3.0 BiTDI quattro Auto	- 5	50575 2	19263 7- <i>1</i> 20230 8- <i>1</i>	tba 15	5 5.2	45.6 16	4 2967 3	316/3900 -	428/1500 479/1400	- 1900	2100
	300 5 32235 - 5 33715	14828 6-M	27 134 8.2	2 48.7 159	1968 1	75/4200 -	280/1750 280/1750	- 10	630 1700 670 1900	Avant Black Edition 2.0 TDI ultra Avant Black Edition 2.0 TDI ultra Auto	- 5	40110 1	18518 6-N 19253 7- <i>A</i>	tba 14	0 8.5	61.4 12	1 1968 1	187/3800 -	295/1750 295/1750	- 1725	1800
allroad 3.0 TDI quattro Auto	- 5 37700						369/1400		750 1900	Avant Black Edition 3.0 TDI Auto Avant Black Edition 3.0 TDI quattro Auto	- 5	46495 1	18782 7- <i>I</i> 18598 7- <i>I</i>	tba 14	5 6.8	52.3 14	4 2967 2	215/3250 -	295/1250 369/1250	- 1830	2000
	1 —									Avant Black Edition 3.0 TDI quattro Auto Avant Black Edition 3.0 BiTDI quattro Aut	0 - 5	52860 2	20183 7- <i>I</i> 21144 8- <i>I</i>	tba 15	5 5.2	44.1 16	9 2967 3	316/3900 -	428/1500 479/1400	- 1900	2100
					-		A		難論	allroad 3.0 TDI quattro Auto allroad 3.0 TDI quattro Auto	- 5	46815 2	21722 7- <i>I</i> 22471 7- <i>I</i>	tba 15	5 6.2	50.4 14	9 2967 2	268/3500 -		- 1895	2500
LUCUEST DOWE		DUT I	-00			1	TE L			allroad 3.0 BiTDI quattro Auto New A7 Audi's entry ticket to the Panamera per			24778 8- <i>A</i>						Ra	- 1955 ting * * *	
HIGHEST POWER				5 E0	te	**		_(Audi's entry ticket to the Panamera pa SE Executive 3.0 TDI ultra Auto	- 5	45875 2	23855 7-4	37 14	9 7.3	60.1 12	2 2967 2	215/4000 -	295/1250		
AN ENGINE LESS		N 1.5)-LIII	KES						SE Executive 3.0 TDI quattro Auto SE Executive 3.0 TDI quattro Auto S line 3.0 TDI ultra Auto	- 5	50215 2	23815 7- <i>A</i> 25108 7- <i>A</i> 25306 7- <i>A</i>	43 15	5 5.7	54.3 13	6 2967 2	268/3500 -		- 1830	2000
1 Ford Focus 1.52 MINI Cooper D	TDCi							8bh 4bh		S line 3.0 TDI dutta Auto S line 3.0 TDI quattro Auto S line 3.0 TDI quattro Auto	- 5	50425 2	25213 7- <i>I</i> 25213 7- <i>I</i> 26503 7- <i>I</i>	41 14	9 6.8	54.3 13	6 2967 2	215/3250 -	369/1250 428/1500	- 1825	2000
2 MINI Cooper D3= Nissan Juke/Pu	ılsar/Qas	hqai/N	/200					40n 19bh		S line 3.0 BiTDI quattro Auto Black Edition 3.0 TDI quattro Auto	- 5	56575 2	28288 8-A 26388 7-A	45 15	5 5.2	46.3 16	2 2967 3	316/3900 -	479/1400 369/1250	- 1895	2100
3= Renault Megan								9bh		Black Edition 3.0 TDI quattro Auto Black Edition 3.0 BiTDI quattro Auto	- 5	55355 2	27678 7-A 29463 8-A	44 15	5 5.7	54.3 13	6 2967 2	268/3500 -		- 1830	2000
5= Dacia Duster 1.								7bh		A8 Now even more refined, with exquisite	atten	tion to	detail, gr	eat dr	iving m	nanners	and ex	ceptionally		ing *** nfort levels	
5= Mercedes-Benz	z A 180 (CDI / B	180 C	וט			10	7bh _l	p	SE 3.0 TDI quattro Auto SE Executive 3.0 TDI quattro Auto	- 4	62185 2	26118 8-4	46 15	5 5.9	47.9 15	5 2967 2		428/1750	- 1880	2200
A5 Good looking, refined and accomplish Coupé SE 2.0 TDI ultra	and with a ra	nge of frug	al nowern	lante and	hodvet	vles to suit	Rat	ing ★	***	SE Executive 4.2 TDI quattro Auto Sport Executive 3.0 TDI quattro Auto	- 4	65785 2	29116 8- <i>A</i> 27630 8- <i>A</i>	46 15	5 5.9	47.9 15	5 2967 2	255/4000 -	627/2000 428/1750	- 1880	2200
Coupé SE 2.0 TDI ultra Coupé SE 2.0 TDI		15735 6-M					295/1750 280/1750		530 1300 470 1600	Sport Executive 4.2 TDI quattro Auto hybrid 2.0 TFSI Auto	- 4	64280 2		42 14	6 7.7	45.6 14	4 1984 2	242/4200 54		155 1870	0
Coupé SE 2.0 TDI Auto		16475 8-A	28 140 7.8	8 60.1 123	1968 1	75/4200 -	280/1750 280/1750 280/1750	- 14	495 1700 535 1600	L SE 3.0 TDI quattro Auto L SE Executive 3.0 TDI quattro Auto	- 4	66150 2	26689 8- <i>F</i> 27783 8- <i>F</i>	46 15	5 6.1	47.1 15	8 2967 2	255/4000 -	428/1750 428/1750	- 1935	2200
Coupé SE 2.0 TDI quattro Coupé SE 2.0 TDI quattro Auto Coupé S line 2.0 TDI	- 2 34605 - 2 34060	17303 7-A	28 140 7.8	3 53.3 139	1968 1	75/4200 -	280/1750 280/1750 280/1750	- 1	575 1700 470 1600	L SE Executive 4.2 TDI quattro Auto L Sport Executive 3.0 TDI quattro Auto	- 4	69750 2	30702 8- <i>1</i> 29295 8- <i>1</i>	47 15	5 6.1	47.1 15	8 2967 2	255/4000 -	627/2000 428/1750	- 1935	2200
Coupé S line 2.0 TDI Auto Coupé S line 2.0 TDI quattro	- 2 35540		29 140 7.8	60.1 123	1968 1	75/4200 -	280/1750 280/1750 280/1750	- 1	495 1700 535 1600	L Sport Executive 4.2 TDI quattro Auto L hybrid 2.0 TFSI Auto			32142 8- <i>F</i> 25933 8- <i>F</i>					380/3750 - 242/4200 54		155 1920	0
Coupé S line 2.0 TDI quattro Auto Coupé S line 3.0 TDI Auto	- 2 37195	18598 7-A 18830 8-A	28 140 7.8	3 53.3 139	1968 1	75/4200 -	280/1750 295/1250	- 1	575 1700 565 1700	New TT Even more sensational than before. It									yet.	ting ***	
Coupé S line 3.0 TDI quattro Auto Coupé Black Edition 2.0 TDI	300 2 41185		35 155 5.8	49.6 149	2967 2	42/4000 -	369/1400 280/1750	- 10	640 1900 470 1600	Sport 2.0 TDI ultra S line 2.0 TDI ultra Roadster Sport 2.0 TDI ultra	- 2	32320 1	14885 6-N 16160 6-N 15978 6-N	1 tba 15	0 7.1	67.3 11	1968 1	181/3500 -	280/1750 280/1750 280/1750	- 1265	
Coupé Black Edition 2.0 TDI Auto Coupé Black Edition 2.0 TDI quattro	- 2 36615	18308 8-A 18395 6-M	29 140 7.8	8 60.1 123	1968 1	75/4200 -	280/1750 280/1750	- 14	495 1700 535 1600	Roadster S line 2.0 TDI ultra	- 2	34505 1	17253 6-N	tba tb	a tba	65.7 114	4 1968 1	181/3500 -	280/1750	- tba	
Coupé Black Edition 2.0 TDI quattro Auto Coupé Black Edition 3.0 TDI Auto		19135 7-A	29 140 7.8	3 53.3 139	1968 1	75/4200 -	280/1750 295/1250		575 1700 565 1700	Audi's baby SUV looks modest bu	t has d	decent k	rit, super 14336 6-N	b refir	nement	and qu	ality to	match.		- 1445	
Coupé Black Edition 3.0 TDI quattro Auto Sportback 2.0 TDI ultra	- 5 28545	15985 6-M t	ba 132 9.5	67.3 109	1968 1	34/4200 -	369/1400 236/1500	- 1	640 1900 580 1300	SE 2.0 TDI quattro SE 2.0 TDI quattro Auto	- 5	27045 1		1 18 12	2 9.9	49.6 14	9 1968 1	138/4200 -		- 1535	1800
Sportback 2.0 TDI Auto Sportback 2.0 TDI	- 5 29050	16856 8-A : 16268 6-M :	27 142 8.5	61.4 120	1968 1	75/4200 -	236/1750 280/1750	- 1	540 1700 515 1600	SE 2.0 TDI SE 2.0 TDI quattro	- 5	26555 1	14340 6-N 15112 6-N	1 23 13	5 8.3	51.4 14	4 1968 1	175/4200 -	280/1750 280/1750	- 1490	2000
Sportback 2.0 TDI Auto Sportback SE 2.0 TDI ultra	- 5 30315	17097 8-A 1 16976 6-M t	ba 132 9.5	67.3 109	1968 13	34/4200 -	280/1750 236/1500	- 1	540 1700 580 1300	SE 2.0 TDI quattro Auto S line 2.0 TDI			15930 7-A 15876 6-N						280/1750 236/1750	- 1585	2000 1800
Sportback SE 2.0 TDI Auto Sportback SE 2.0 TDI	- 5 30820	17847 8-A 17259 6-M	27 142 8.5	61.4 120	1968 1	75/4200 -	236/1750 280/1750	- 1	540 1700 515 1600	S line 2.0 TDI quattro S line 2.0 TDI quattro Auto	- 5	31310 1	16089 6-N 16907 7- <i>A</i>	18 12	3 9.9	48.7 15	2 1968 1	138/4200 -	236/1750 236/1750	- 1570	1800
Sportback SE 2.0 TDI Auto Sportback SE 2.0 TDI quattro	- 5 32475	18088 8-A	27 139 8.2	2 55.4 134	1968 1	75/4200 -	280/1750 280/1750	- 1	540 1700 585 1600	S line 2.0 TDI S line 2.0 TDI quattro	- 5	30735 1	15825 6-N 16597 6-N	1 21 13	4 8.1	50.4 14	8 1968 1	175/4200 -	280/1750 280/1750	- 1575	2000
Sportback SE 2.0 TDI quattro Auto Sportback SE Technik 2.0 TDI ultra	- 5 31665		ba 132 9.5	67.3 109	1968 1	34/4200 -	280/1750 236/1500	- 1	525 1600 580 1300	S line 2.0 TDI quattro Auto S line Plus 2.0 TDI quattro	- 5	32145 1	17415 7- <i>A</i> 17358 6-N	1 19 12	2 9.9	49.6 14	9 1968 1	138/4200 -	280/1750 236/1750	- 1535	1800
Sportback SE Technik 2.0 TDI Auto Sportback SE Technik 2.0 TDI Sportback SE Technik 2.0 TDI Auto	- 5 33220 314 5 32170	18015 6-M	28 142 8.5	61.4 120	1968 1	75/4200 -	236/1750 280/1750 280/1750	- 1	540 1700 515 1600 540 1700	S line Plus 2.0 TDI quattro Auto S line Plus 2.0 TDI quattro	- 5	33085 1	18176 7- <i>A</i> 17866 6-N	1 23 13	4 8.1	50.4 14	8 1968 1	175/4200 -	236/1750	- 1575	2000
Sportback SE Technik 2.0 TDI quattro Sportback SE Technik 2.0 TDI quattro Sportback SE Technik 2.0 TDI quattro Aut		18942 6-M 19771 7-A	27 139 8.2	2 55.4 134	1968 1	75/4200 -	280/1750 280/1750 280/1750	- 1	585 1600 625 1600	S line Plus 2.0 TDI quattro Auto Q5 Now more comfortable and refined, w			18684 7- <i>I</i>						280/1750 Rat	- 1585 ing ★★★	
Sportback S line 2.0 TDI ultra Sportback S line 2.0 TDI Auto	- 5 33305	18651 6-M t 19522 8-A	ba 132 9.5	67.3 109	1968 1	34/4200 -	236/1500 236/1750	- 1	580 1300 540 1700	SE 2.0 TDI quattro SE 2.0 TDI quattro	- 5	31635 1	17716 6-N 18914 6-N	1 21 11	8 10.8	47.9 15	4 1968 1	148/4200 -	236/1750 280/1750		
Sportback S line 2.0 TDI Sportback S line 2.0 TDI Auto	- 5 33810	18934 6-M 19762 8-A	28 142 8.5	61.4 120	1968 1	75/4200 -	280/1750 280/1750	- 1	515 1600 540 1700	SE 2.0 TDI quattro Auto SE 3.0 TDI quattro Auto	- 5	34160 1	19813 7- <i>I</i> 19952 7- <i>I</i>	24 12	4 9.0	47.1 15	9 1968 1	175/4200 -	280/1750 428/1400	- 1820	2000
Sportback S line 2.0 TDI quattro Sportback S line 2.0 TDI quattro Auto	- 5 35465	19860 6-M 20689 7-A	28 139 8.2	2 55.4 134	1968 1	75/4200 -	280/1750 280/1750	- 1	585 1600 625 1600	S line 2.0 TDI quattro S line 2.0 TDI quattro	- 5	34035 1	19060 6-N 20306 6-N	1 21 11	8 10.8	47.9 15	4 1968 1	148/4200 -	236/1750	- 1755	1800
Sportback S line 3.0 TDI Auto Sportback S line 3.0 TDI quattro Auto		17957 8-A	30 146 7.1	57.6 129	2967 2	01/3500 -	295/1250 369/1400		620 1700 695 1900	S line 2.0 TDI quattro Auto S line 3.0 TDI quattro Auto	- 5	36560 2	21205 7-A 21200 7-A	25 12	4 9.0	47.1 15	9 1968 1	175/4200 -	280/1750 428/1400	- 1820	2000
Sportback Black Edition 2.0 TDI Auto Sportback Black Edition 2.0 TDI	- 5 35935 - 5 34885					75/4200 -	236/1750 280/1750	- 1	540 1700 515 1600	S line Plus 2.0 TDI quattro S line Plus 2.0 TDI quattro	- 5	37510 2	20460 6-N 21756 6-N	1 25 12	7 9.0	47.9 15	4 1968 1	175/4200 -	236/1750 280/1750	- 1755	
Sportback Black Edition 2.0 TDI Auto Sportback Black Edition 2.0 TDI quattro	- 5 36365 - 5 36540	20462 6-M	28 139 8.2	2 55.4 134	1968 1	75/4200 -	280/1750 280/1750	- 1	540 1700 585 1600	S line Plus 2.0 TDI quattro Auto S line Plus 3.0 TDI quattro Auto	- 5	43270 2		34 14	0 6.5	44.1 16	9 2967 2	242/4000 -		- 1860	2400
Sportback Black Edition 2.0 TDI quattro Auto Sportback Black Edition 3.0 TDI Auto		18473 8-A	30 146 7.	1 57.6 129	2967 2	01/3500 -	280/1750 295/1250	- 10	625 1600 620 1700	SQ5 3.0 BiTDI quattro Auto								309/3900 -	Rat	- 1920 ing ***	
Sportback Black Edition 3.0 TDI quattro Auto Cabriolet SE 2.0 TDI	- 2 34145		27 130 10.	2 60.1 124	1968 1	48/4200 -	369/1400 236/1750	- 10	695 1900 655 1600	It makes a huge statement, both in sta SE 3.0 TDI quattro Auto	- 5	43895 1	9314 8-4	35 12	7 9.1	39.2 18	9 2967 2	201/3200 -	332/1250		
Cabriolet SE 2.0 TDI Cabriolet SE 2.0 TDI Auto		18093 8-A	30 137 8.3	3 56.5 132	1968 1	75/4200 -	280/1750 280/1750	- 10	655 1600 680 1700	S line 3.0 TDI quattro Auto S line 3.0 TDI quattro Auto	- 5	46985 2	20044 8- <i>I</i> 21613 8- <i>I</i>	40 13	5 7.8	38.2 19	5 2967 2	242/3800 -	332/1250 406/1750	- 2300	3200
Cabriolet S line 2.0 TDI Cabriolet S line 2.0 TDI	- 2 37825		30 138 8.8	3 57.6 127	1968 1	75/4200 -	236/1750 280/1750	- 10	655 1600 655 1600	S line 4.2 TDI quattro Auto S line Plus 3.0 TDI quattro Auto S line Plus 3.0 TDI quattro Auto	- 5	50055 2	22648 8- <i>F</i> 22024 8- <i>F</i> 23683 8- <i>F</i>	37 12	7 9.1	39.2 18	9 2967 2	201/3200 -	590/1750 332/1250 406/1750	- 2300	3200
Cabriolet S line 2.0 TDI Auto Cabriolet S line 3.0 TDI Auto	- 2 39435 - 2 41555	19946 8-A	33 143 7.0	54.3 138	2967 2	01/3500 -	280/1750 295/1250 369/1400	- 1	680 1700 760 1900 845 1900	S line Plus 3.0 TDI quattro Auto S line Plus 4.2 TDI quattro Auto S line Style Edition 3.0 TDI quattro Auto	- 5	61120 2	24448 8- <i>1</i> 24373 8- <i>1</i>	46 15	0 6.4	30.7 24	2 4134 3	335/4000 -	590/1750 406/1750	- 2440	3200
Cabriolet S line 3.0 TDI quattro Auto Cabriolet S line Special Edition 2.0 TDI Cabriolet S line Special Edition 3.0 TDI	- 2 44985 - 2 38520	19260 6-M	27 130 10.	2 60.1 124	1968 1	48/4200 -	236/1750	- 10	655 1600 655 1600	S line Style Edition 4.2 TDI quattro Auto S line Sport Edition 3.0 TDI quattro Auto	- 5	62620 2	25048 8-A 25063 8-A	41 15	0 6.4	30.7 24	2 4134 3	335/4000 -		- 2440	3200
Cabriolet S line Special Edition 2.0 TDI Cabriolet S line Special Edition 2.0 TDI Auto Cabriolet S line Special Edition 3.0 TDI Auto		20280 8-A 20486 8-A	30 137 8.3	3 56.5 132	1968 1	75/4200 -	280/1750 280/1750 295/1250	- 10	680 1700 760 1900	S line Sport Edition 4.2 TDI quattro Auto	- 5	64120 2	25648 8-4	47 15	0 6.4	30.7 24	2 4134 3	335/4000 -			
Cabriolet S line Special Edition 3.0 TDI quattro Auto New A6							369/1400		845 1900	BMW UK dealers: 147 (i3 47) Warran	i ty: 3	years/	Unlimit	ed mil	leage :	Servic	ing: 2	21,0 <u>00mil</u>	es		
Impressively refined, with a roomy call SE 2.0 TDI ultra						ful engines 87/3800 -		-		1 Series A fresh formula for BMW's starter of t									Rat	ing ***	* *
SE 2.0 TDI ultra Auto SE 3.0 TDI Auto	- 4 33485 - 4 38095	16073 7-A t	ba 144 8.2	2 67.3 109	1968 1	87/3800 -	295/1750 295/1250	- 1	660 1800 695 2000	114d ES 114d SE	- 3	19410 1 19980 1	10870 6-N 11189 6-N	1 15 11 1 15 11	5 12.2 5 12.2	68.9 10 68.9 10	9 1598 9 1598	94/4000 - 94/4000 -	173/1500	- 1390	
SE 3.0 TDI quattro Auto SE 3.0 TDI quattro Auto	- 4 39855 - 4 41415	16739 7-A t	ba 152 6.6	55.4 133	2967 2	15/3250 -	369/1250 428/1500	- 1	765 2000 770 2000	114d Sport 116d EfficientDynamics	- 3	20980 1	11749 6-N 10415 6-N	1 16 11	5 12.2	65.7 113	2 1598	94/4000 -	173/1500 192/1750	- 1390	0
SE 3.0 BiTDI quattro Auto S line 2.0 TDI ultra	- 4 46125 - 4 34405	17528 8-A t 16514 6-M t	ba 155 5.0 ba 144 8.4	47.1 159 4 64.2 114	2967 3 1968 1	16/3900 - 87/3800 -	479/1400 295/1750	- 10	835 2100 625 1800	116d SE 116d SE Auto	- 3	20830 1 22380 1	10415 6-N 11190 8- <i>A</i>	1 15 12 1 15 12	4 10.3 4 10.7	68.9 10 68.9 10	9 1995 1 9 1995 1	114/4000 - 114/4000 -	192/1750 192/1750	- 1390 - 1420	1200 1200
S line 2.0 TDI ultra Auto S line 3.0 TDI Auto	- 4 35935 - 4 40545	17249 7-A t 17029 7-A t	ba 144 8.2 ba 152 7.1	2 67.3 110 1 60.1 122	1968 1	87/3800 - 15/4000 -	295/1750 295/1250	- 10	660 1800 695 2000	116d Sport 116d Sport Auto	- 3	21830 1 23380 1	10915 6-N 11690 8- <i>A</i>	1 16 12	4 10.3 4 10.7	65.7 114 64.2 11	4 1995 1	114/4000 - 114/4000 -	192/1750 192/1750	- 1420	1200
	TESTED DOORS	IN VALUE	INS. GROUP TOP SPEED 0-62MPH	BINED MPG (RANGE) COZ G/KM	ENGINE CC									INS. GROUP							
	ISSUE TESTED DOORS LIST PRICE £	TRADE-IN VALUE Gearbox	TOP (COMBINED (RJ COZ	ENGI	ENGINE POWER BHP/RPM ELECTRIC MOTOR POWER BHP	ENGINE TORQUE Lb FT/RPM	ELECTIRC MOTOR Torque lb FT/RPM	KERB WEIGHT (KG) TOWING WEIGHT (KG)		ISSUE TESTED DOORS	LIST PRICE £	TRADE-IN VALUE GEARBOX	INS. 6	0-6	COMBINED MPG (RANGE) COZ G/KM	ENGI	ENGINE POWER BHP/RPM ELECTRIC MOTOR	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR Torque lb ft/RPM Kerb Weight (KG)	TOWING WEIGHT (KG)
		£		8			E	TOROL	KERB				E .			8			E	TORQU KERB	
Q DieselCar																					

	ISSUE TESTED	DOURS LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP Top speed	0-62MPH	COMBINED MPG (RANGE)	C02 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR	UKQUE LB FI/KPM	TOWING WEIGHT (KG)			ISSUE TESTED	LIST PRICE £	TRADE-IN VALUE	GEARBOX	TOP SPEED	0-62MPH	(RANGE)	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR ORQUE LB FT/RPM	KERB WEIGHT (KG) TOWING WEIGHT (KG)
116d Urban 116d Urban Auto		3 21830 3 23380										192/17 192/17	50 -	139	90 1200 20 1200		318d Sport 318d Sport Auto									141/400		236/1750		485 1600 505 1600
116d M Sport 116d M Sport Auto	- :	3 23275 3 24825	11638	6-M	16 124	10.3	65.7	114	1995	114/400	0 -	192/17	50 -	139	90 1200 20 1200 20 1200	1	318d Luxury 318d Luxury Auto	- 4	30175	12674	6-M 2	5 132	9.0	62.8 1	8 1995	141/400	0 -	236/175/	- 1	485 1600 505 1600
118d SE	- :	3 21975	10988	6-M	19 132	8.9	68.9	109	1995	141/400	0 -	236/17	50 -	139	95 1200	1	318d M Sport	- 4	30675	12884	6-M 2	5 132	9.0	62.8 1	8 1995	141/400	0 -	236/175	- 1	485 1600
118d SE Auto 118d Sport	- :	3 23525 3 22975	11488	6-M	20 132	8.9	64.2	115	1995	141/400	0 -	236/17	50 -	139	20 1200 95 1200	1	318d M Sport Auto 320d SE	- 4	28775	12661	6-M 3	1 146	7.5	61.4 12	20 1995	141/400	0 -	236/1750	- 1	505 1600 495 1600
118d Sport Auto 118d Urban		3 24525 3 22975	11488	6-M	20 132	8.9	64.2	115	1995	141/400	0 -	236/17 236/17	50 -	139	20 1200 95 1200	1	320d SE Auto 320d BluePerformance SE	- 4	29770	13099	6-M 3	1 146	7.5	61.4 12	20 1995	181/400	0 -	280/1750	- 1	505 1600 495 1600
118d Urban Auto 118d M Sport	305	3 24525 3 24420	12210	6-M	20 132	8.9	64.2	115	1995	141/400	0 -	236/17 236/17			20 1200 95 1200			300 4	29775	13101	6-M 3	1 146	7.5	61.4 12	20 1995	181/400 181/400	0 -	280/1750 280/1750	- 1	505 1600 495 1600
118d M Sport Auto 120d SE		3 25970 3 23425										236/17			20 1200 25 1200	1	320d Sport Auto 320d BluePerformance Sport									181/400 181/400		280/1750 280/1750		505 1600 495 1600
120d SE Auto 120d BluePerformance SE		3 24975 3 24420	12488	8-A	24 142	7.3	67.3	110	1995	181/400	0 -	280/17			45 1200 25 1200		320d BluePerformance Sport Auto 320d Luxury									181/400 181/400		280/1750		505 1600 495 1600
120d BluePerformance SE Auto 120d Sport	- :	3 25970 3 24425	12985	8-A	24 142	7.3	62.8	118	1995	181/400	0 -	280/17	50 -	144	45 1200 25 1200	1	320d Luxury Auto 320d BluePerformance Luxury	- 4	32825	14443	8-A 3	2 143	7.4	62.8 1	8 1995	181/400 181/400	0 -	280/1750	- 1	505 1600 495 1600
120d Sport Auto 120d BluePerformance Sport	- :	3 25975 3 25420	12988	8-A	24 142	7.3	64.2	116	1995	181/400	0 -	280/17 280/17	50 -	144	45 1200 25 1200	1	320d BluePerformance Luxury Auto 320d M Sport	- 4	33820	14881	8-A 3	2 143	7.4	62.8 1	8 1995	181/400 181/400	0 -	280/1750	- 1	505 1600 495 1600
120d BluePerformance Sport Auto		3 26970	13485	8-A	24 142	7.3	61.4	121	1995	181/400	0 -	280/17	50 -	144	45 1200 25 1200 25 1200	1	320d M Sport Auto 320d BluePerformance M Sport	- 4	33325	14663	8-A 3	2 143	7.4	62.8 1	8 1995	181/400 181/400	0 -	280/1750 280/1750	- 1	505 1600 495 1600
120d M Sport 120d M Sport Auto		3 25870 3 27420	13710	8-A	24 142	7.3	64.2	116	1995	181/400	0 -	280/17	50 -	144	45 1200	1	320d BluePerformance M Sport Auto	- 4	34320	15101	8-A 3	2 143	7.4	62.8 1	8 1995	181/400 161/400	0 -	280/1750 280/1750	- 1	505 1600 495 0
120d BluePerformance M Sport 120d BluePerformance M Sport Auto	- 1	3 26865 3 28415	14208	8-A	24 142	7.3	61.4	121	1995	181/400	0 -	280/17	50 -	144	25 1200 45 1200	1	320d EfficientDynamics Auto	- 4	30325	13343	8-A 3	1 140	7.9	68.9 10	9 1995	161/400	0 -	280/175	- 1	505 0
125d M Sport 125d M Sport Auto		3 27765 3 29315	15244	8-A	31 149	6.5	60.1	124	1995	215/440	0 -	332/15 332/15	00 -	148	70 1200 85 1200		320d EfficientDynamics BluePerformance 320d EfficientDynamics BluePerformance Auto	- 4	31320	13781	8-A 3	1 140	7.9	68.9 10	9 1995	161/400	0 -	280/1750	- 1	505 0
114d ES 114d SE		5 19940 5 20510										173/15 173/15		139				- 4	31725	13959	8-A 3	1 140	7.9	68.9 10	9 1995	161/400 161/400	0 -	280/1750 280/1750	- 1	495 0 505 0
114d Sport 116d EfficientDynamics		5 21510 5 21360										173/15 192/17		139			320d EfficientDynamics BluePer. Business 320d EfficientDynamics BluePer. Business Auto	- 4	32720	14397	8-A 3	1 140	7.9	68.9 10	9 1995	161/400	0 -	280/1750 280/1750	- 1	495 0 505 0
116d EfficientDynamics Business 116d SE	- :	5 22760 5 21360	11835	6-M	15 121	10.5	74.3	99	1598	114/400	0 -	192/17 192/17		139	95 0 95 1200		320d xDrive SE 320d xDrive SE Auto									181/400 181/400		280/1750 280/1750		585 1800 595 1800
116d SE Auto 116d Sport	- :	5 22910 5 22360	11455	8-A	15 124	10.7	68.9	109	1995	114/400	0 -	192/17 192/17	50 -	142	25 1200 95 1200	1	320d xDrive Sport 320d xDrive Sport Auto									181/400 181/400		280/1750 280/1750		585 1800 595 1800
116d Sport Auto	- :	5 23910	11955	8-A	16 124	10.7	64.2	115	1995	114/400	0 -	192/17	50 -	142	25 1200	1	320d xDrive Luxury 320d xDrive Luxury Auto	- 4	32775	15077	6-M 3	1 145	7.5	57.6 12	8 1995	181/400 181/400	0 -	280/1750	- 1	585 1800 595 1800
116d Urban 116d Urban Auto	- :	5 22360 5 23910	11955	8-A	16 124	10.7	64.2	115	1995	114/400	0 -	192/17 192/17	50 -	142	95 1200 25 1200	1	320d xDrive M Sport 320d xDrive M Sport Auto	- 4	33275	15307	6-M 3	1 145	7.5	57.6 12	8 1995	181/400 181/400	0 -	280/1750 280/1750	- 1	585 1800 595 1800
116d M Sport 116d M Sport Auto	- :	5 23805 5 25355	12678	8-A	16 124	10.7	64.2	115	1995	114/400	0 -	192/17 192/17	50 -	142	95 1200 25 1200	1	325d SE 325d SE Auto	- 4	30575	12842	6-M 3	5 152	6.8	57.6 12	9 1995	215/440	0 -	332/150 332/150	- 1	550 1800 565 1800
118d SE 118d SE Auto		5 22505 5 24055										236/17			95 1200 25 1200		325d Luxury	- 4	33075	13892	6-M 3	6 152	6.8	57.6 12	9 1995	215/440	0 -	332/150	- 1	550 1800
118d Sport 118d Sport Auto		5 23505 5 25055										236/17			95 1200 25 1200		325d Luxury Auto 325d M Sport	- 4	33575	14102	6-M 3	6 152	6.8	57.6 12	9 1995	215/440 215/440	0 -	332/150 332/150	- 1	565 1800 550 1800
118d Urban 118d Urban Auto	- :	5 23505 5 25055	11753	6-M	20 132	8.9	64.2	115	1995	141/400	0 -	236/17 236/17	50 -	139	95 1200 25 1200	1	325d M Sport Auto 330d SE Auto	- 4	33975	14270	8-A 3	8 155	5.6	57.6 12	29 2993	215/440 255/400	0 -	332/1500 413/2000	- 1	565 1800 615 1800
118d M Sport		5 24950	12475	6-M	20 132	8.9	64.2	115	1995	141/400	0 -	236/17	50 -	139	95 1200 25 1200	1	330d BluePerformance SE Auto 330d Luxury Auto									255/400 255/400		413/2000		615 1800 615 1800
118d M Sport Auto 120d SE		5 23955	11978	6-M	24 142	7.2	65.7	114	1995		0 -	280/17	50 -	143	30 1200	1	330d BluePerformance Luxury Auto 330d M Sport Auto									255/400 255/400		413/2000		615 1800 615 1800
120d SE Auto 120d BluePerformance SE	- :		12475	6-M	24 142	7.2	61.4	122	1995	181/400	0 -	280/17 280/17	50 -	143	50 1200 30 1200	1	330d BluePerformance M Sport Auto 330d xDrive SE Auto	- 4	37970	15947	8-A 3	8 155	5.6	57.6 12	29 2993	255/400 255/400	0 -	413/200	- 1	615 1800 685 1800
120d BluePerformance SE Auto 120d Sport	- :	5 26500 5 24955	12478	6-M	24 142	7.2	62.8	119	1995	181/400	0 -	280/17	50 -	143	50 1200 30 1200	1	330d xDrive BluePerformance SE Auto 330d xDrive Luxury Auto	- 4	36600	15372	8-A 4	0 155	5.3	54.3 13	37 2993	255/400 255/400	0 -	413/150	- 1	685 1800 685 1800
120d Sport Auto 120d BluePerformance Sport		5 26505 5 25950										280/17			50 1200 30 1200		330d xDrive BluePerformance Luxury Auto	- 4	39100	16422	8-A 4	1 155	5.3	54.3 13	37 2993	255/400	0 -	413/150	- 1	685 1800
120d BluePerformance Sport Auto 120d M Sport		5 27500 5 26400										280/17			50 1200 30 1200		330d xDrive M Sport Auto 330d xDrive BluePerformance M Sport Auto	- 4	39600	16632	8-A 4	1 155	5.3	54.3 13	37 2993		0 -	413/150	- 1	685 1800 685 1800
120d M Sport Auto 120d BluePerformance M Sport	- :	5 27950 5 27395	13975	8-A	24 142	7.3	64.2	116	1995	181/400	0 -	280/17			50 1200 30 1200		335d xDrive Luxury Auto 335d xDrive M Sport Auto	- 4	41520	17438	8-A 4	3 155	4.8	52.3 14	3 2993	308/440 308/440	0 -	465/150 465/150	- 1	705 1800 705 1800
120d BluePerformance M Sport Auto 120d xDrive SE	- :	5 28945 5 25455	14473	8-A	24 142	7.3	61.4	121	1995	181/400	0 -	280/17	50 -	14	50 1200 00 1200	1	ActiveHybrid 3 SE Auto ActiveHybrid 3 Luxury Auto	- 4	43185	18138	8-A 3	9 155	5.3	47.9 13	39 2979		0 54	295/120 295/120	155 1	730 0
120d xDrive Sport 120d xDrive M Sport	- 3	5 26455 5 27900	12698	6-M	24 140	7.2	58.9	126	1995	181/400	0 -	280/17	50 -	150	00 1200 00 1200	1	ActiveHybrid 3 M Sport Auto 316d ES Touring									302/580 114/400		295/120 192/175		730 0 555 1600
125d M Sport	- :	5 28295	14713	6-M	31 149	6.5	57.6	128	1995	215/440	0 -	332/15	00 -	146	65 1200	1	316d ES Touring Auto 316d SE Touring									114/400		192/175		575 1600 555 1600
125d M Sport Auto 2 Series		5 29845										R	ating		80 1200 ★★		316d SE Touring Auto 316d Sport Touring									114/400		192/1750 192/1750		575 1600 555 1600
The 2 Series becomes a family, include 218d SE Coupé		2 24265	12618	6-M	20 132	8.9	62.8	119	1995	141/400	0 -	236/17	50 -		30 1200		316d Sport Touring Auto 318d SE Touring	- 5	30275	13321	8-A 2	0 123	11.1 6	60.1 12	23 1995	114/400 141/400	0 -	192/1750	- 1	575 1600 555 1600
218d SE Coupé Auto 218d Sport Coupé		2 25815 2 25265	13138	6-M	20 132	8.9	62.8	119	1995	141/400	0 -	236/17	50 -	143	30 1200	1	318d SE Touring Auto 318d Sport Touring	- 5	30525	13431	8-A 2	4 130	9.2	60.1 12	3 1995	141/400	0 -	236/175	- 1	575 1600 555 1600
218d Sport Coupé Auto 218d M Sport Coupé		2 26815 2 26615										236/17			50 1200 30 1200		318d Sport Touring Auto 318d Luxury Touring	- 5	31525	13871	8-A 2	4 130	9.2	60.1 12	3 1995	141/400	0 -	236/175/ 236/175/	- 1	575 1600 555 1600
218d M Sport Coupé Auto 220d SE Coupé		2 28165 2 25865										236/17 295/tb			50 1200 a tba		318d Luxury Touring Auto	- 5	33025	14531	8-A 2	5 130	9.2	60.1 12	23 1995	141/400	0 -	236/175/	- 1	575 1600
220d SE Coupé Auto 220d Sport Coupé	- 3	2 27415 2 26865	13708	8-A t	ba 143	7.0	68.9	107	1995	188/tba	-	295/tb	a -	tb		l	318d M Sport Touring 318d M Sport Touring Auto	- 5	33525	14751	8-A 2	5 130	9.2	60.1 12	3 1995	141/400	0 -	236/175	- 1	555 1600 575 1600
220d Sport Coupé Auto 220d M Sport Coupé	- 1	2 28415 2 28215	14208	8-A t	ba 143	7.0	68.9	107	1995	188/tba	-	295/tb	a -	tb	a tba		320d SE Touring 320d SE Touring Auto	- 5	31625	13915	8-A 3	1 140	7.6	60.1 12	23 1995	181/400 181/400	0 -	280/1750 280/1750	- 1	570 1600 585 1600
220d M Sport Coupé Auto 225d M Sport Coupé Auto		2 29765 2 32100	14883	8-A t	ba 143	7.0	68.9	107	1995	188/tba	-	295/tb	a -	tb				- 5	32620	14353	8-A 3	1 140	7.6	60.1 12	23 1995	181/400 181/400	0 -	280/1750 280/1750	- 1	570 1600 585 1600
220d Sport Convertible	- 1	2 29965	14983	6-M t	ba 140	7.5	60.1	124	1995	188/tba	-	295/tb	a -	tb	a tba		320d Sport Touring 320d Sport Touring Auto	- 5	32625	14355	8-A 3	1 140	7.6	60.1 12	23 1995	181/400 181/400	0 -	280/1750 280/1750	- 1	570 1600 585 1600
220d Sport Convertible Auto 220d Luxury Convertible	- 1	2 31515 2 30965	15483	6-M t	ba 140	7.5	60.1	124	1995	188/tba	-	295/tb	a -	tb	a tba	ı	320d BluePerformance Sport Touring 320d BluePerformance Sport Touring Auto									181/400 181/400		280/1750 280/1750		570 1600 585 1600
220d Luxury Convertible Auto 220d M Sport Convertible	-	2 32515 2 31315	15658	6-M t	ba 140	7.5	60.1	124	1995	188/tba	-	295/tb	a -	tb	a tba	l	320d Luxury Touring 320d Luxury Touring Auto									181/400 181/400		280/1750 280/1750		570 1600 585 1600
220d M Sport Convertible Auto 216d SE Active Tourer		2 32865 5 tba		6-M t	ba tba	tba	tba	tba	1496			295/tb tba		tb	a tba		320d BluePerformance Luxury Touring 320d BluePerformance Luxury Touring Auto	- 5	33570	14771	6-M 3	2 143	7.7	58.9 12	25 1995	181/400	0 -	280/1750		570 1600 585 1600
216d SE Active Tourer Auto 216d Sport Active Tourer			tba tba		ba tba ba tba					tba tba		tba tba					320d M Sport Touring 320d M Sport Touring Auto	- 5	33075	14553	6-M 3	2 143	7.7	58.9 12	25 1995	181/400 181/400	0 -	280/1750 280/1750	- 1	570 1600 585 1600
216d Sport Active Tourer Auto 216d Luxury Active Tourer	- :		tba tba		ba tba ba tba					tba tba		tba tba				l	320d BluePerformance M Sport Touring 320d BluePerformance M Sport Touring Auto	- 5	34070	14991	6-M 3	2 143	7.7 5	58.9 12	25 1995	181/400	0 -	280/1750 280/1750	- 1	570 1600 585 1600
216d Luxury Active Tourer Auto 216d M Sport Active Tourer	- :		tba	6-A t	ba tba ba tba	tba	tba	tba	1496	tba tba		tba tba		tb	a tba		320d EfficientDynamics Touring	- 5	30075	13233	6-M 3	1 138	8.3	65.7 1	2 1995	161/400	0 -	280/175	- 1	570 0
216d M Sport Active Tourer Auto	- :	5 tba 5 24205	tba tba	6-A t	ba tba	tba	tba	tba	1496	tba	- 0 -	tba 243/17		tb			320d EfficientDynamics BluePerformance Touring	- 5	31070	13671	6-M 3	1 138	8.3	65.7 1	2 1995		0 -	280/1750	- 1	585 0 570 0
218d SE Active Tourer 218d SE Active Tourer Auto	- :	5 25755	tba	8-A t	ba tba	tba	68.9	109	1995	148/400 148/400	0 -	243/17	50 -	148	85 1300	1	320d EfficientDynamics BluePerformanceTouring Auto 320d EfficientDynamics Business Touring	- 5	31475	13849	6-M 3	1 138	8.3	65.7 1	2 1995	161/400	0 -	280/1750 280/1750	- 1	585 0 570 0
218d Sport Active Tourer 218d Sport Active Tourer Auto	- :	5 25455 5 27005	tba	8-A t	ba tba	tba	68.9	109	1995	148/400 148/400	0 -	243/17 243/17	50 -	148	50 1300 85 1300	1	320d EfficientDynamics Business Touring Auto 320d EfficientDynamics BluePer. Business Touring									161/400 161/400	0 -	280/1750 280/1750	- 1	585 0 570 0
218d Luxury Active Tourer 218d Luxury Active Tourer Auto		5 26205 5 27755								148/400 148/400	0 -	243/17	50 -		50 1300 85 1300		320d EfficientDynamics BluePer.Business Touring Auto 320d xDrive SE Touring									161/400 181/400		280/1750		585 0 650 1600
218d M Sport Active Tourer 218d M Sport Active Tourer Auto		5 27205 5 28755	tba tba							148/400 148/400		243/17			50 1300 85 1300	1	320d xDrive SE Touring Auto 320d xDrive Sport Touring	- 5	33255	15297	8-A 3	0 138	7.7	55.4 13	3 1995	181/400 181/400	0 -	280/1750 280/1750		660 1600 650 1600
220d Sport Active Tourer 220d Sport Active Tourer Auto		5 tba	tba tba	6-M t	ba tba	tba	tba	tba	1995	188/tba	٠ -	tba tba					320d xDrive Sport Touring Auto 320d xDrive Luxury Touring	- 5	34255	15757	8-A 3	0 138	7.7	55.4 13	33 1995	181/400 181/400	0 -	280/1750 280/1750	- 1	660 1600 650 1600
220d Luxury Active Tourer 220d Luxury Active Tourer Auto	-	5 tba	tba	6-M t	ba tba	tba	tba	tba	1995	188/tba	-	tba tba	-	tb	a tba	l	320d xDrive Luxury Touring Auto 320d xDrive M Sport Touring	- 5	35755	16447	8-A 3	1 138	7.7	55.4 13	33 1995	181/400 181/400	0 -	280/1750 280/1750	- 1	660 1600 650 1600
220d M Sport Active Tourer 220d M Sport Active Tourer 220d M Sport Active Tourer Auto		5 tba	tba	6-M t	ba tba	tba	tba	tba	1995	188/tba	-	tba	-	tb	a tba	l	320d xDrive M Sport Touring Auto	- 5	36255	16677	8-A 3	1 138	7.7	55.4 13	33 1995	181/400	0 -	280/175	- 1	660 1600 615 1800
220d xDrive Sport Active Tourer Auto	- :	5 tba	tba	8-A t	ba tba	tba	tba	tba	1995	188/tba	-	tba	-	tb	a tba		325d SE Touring 325d SE Touring Auto	- 5	33555	14764	8-A 3	5 tba	tba 🗄	58.9 12	7 tba	215/440	0 -	332/150) - t	tba tba
220d xDrive Luxury Active Tourer Auto 220d xDrive M Sport Active Tourer Auto		5 tba 5 tba	tba tba							188/tba		tba tba		tb	a tba		325d Luxury Touring 325d Luxury Touring Auto	- 5	36055	15864	8-A 3	6 tba	tba 🗄	58.9 12	7 tba	215/440 215/440	0 -	332/150 332/150) - t	615 1800 tba tba
3 Series Best 3 yet, the new model is leaner, or												still cla	ssy.		***		325d M Sport Touring 325d M Sport Touring Auto	- 5	36555	16084	8-A 3	6 tba	tba 5	58.9 12	7 tba	215/440 215/440	0 -	332/150 332/150) - t	615 1800 tba tba
316d ES 316d ES Auto	- 4	4 25575 4 27125	11393	8-A	20 126	10.8	64.2	117	1995	114/400	0 -	192/17	50 -	150	05 1600	١		- 5	36400	15288	8-A 3	8 155	5.6	55.4 13	35 2993	255/400 255/400	0 -	413/150 413/150	- 1	685 1800 685 1800
316d SE 316d SE Auto	- 4	4 26425 4 27975	11099	6-M	20 126	10.9	62.8	118	1995	114/400	0 -	192/17 192/17	50 - 50 -		85 1600 05 1600	1		308 5	37905 38900	15920 16338	8-A 3	8 155 8 155	5.6 5 5.6 5	55.4 13 55.4 13	35 2993 35 2993	255/400 255/400	10 -		- 1	685 1800 685 1800
316d Sport 316d Sport Auto	- 4	4 27425 4 28975	11519	6-M	20 126	10.9	62.8	118	1995	114/400	0 -	192/17 192/17	50 -	148	85 1600 05 1600	١	330d M Sport Touring Auto	- 5	38405	16130	8-A 3	8 155	5.6	55.4 13	35 2993	255/400 255/400	0 -	413/150	- 1	685 1800 685 1800
318d SE 318d SE Auto	- 4	4 27675 4 29225	11624	6-M	24 132	9.0	62.8	118	1995	141/400	0 -	236/17	50 -	148	85 1600 05 1600	1	330d xDrive SE Touring Auto	- 5	36920	15506	8-A 4	0 155	5.4	52.3 14	2993	255/400 255/400	0 -	413/150	- 1	750 1800 750 1800
	_				SPEED	HAM	MPG (GE)	WW/			E E	PR	MOTOR	_								_								
	SSUE TESTED	DUORS LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GR TOP SP	0-62MPH	COMBINED MPG (RANGE)	C02 G.	ENGINE CC	ENGINE POWER BHP/RPM	RIC MO	ENGINE TORQUE LB FT/RPM	RC MO	UKQUE LB FI/KPM KFRR WEIGHT (KG)	TOWING WEIGHT (KG)			ISSUE TESTED	LIST PRICE £	TRADE-IN VALUE	GEARBOX	TOP SP	0-62MPH	(RANGE)	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR Torque lb ft/rpm	KERB WEIGHT (KG) TOWING WEIGHT (KG)
	ISS	3	TRAD				COM			ENG	ELECT	ENGI	ELECTIRC	FRR W	×			ISS	5	TRAD	ľ		an o	3		ENG	ELECT	ENGI	ELECT	ERB W
													-1	= 9															2	-

	ISSUE TESTED	DOORS	LIST PRICE E	GEARRAY	INS. GROUP	TOP SPEED	0-62MPH COMBINED MPG	(RANGE)	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR Torque LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)		ISSUE TESTED DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX INS. GROUP	TOP SPEED	COMBINED MPG	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	TORQUE LB FT/RPM	TOWING WEIGHT (KG)
3 Series (continued)		5 20	420 165	EC 0	A 41	155	5 A E	224	12 2002	255/40	00 -	A12/150			1000	5 Series Subtle refinements to 5 Series mean lo	owor r	unning	coete	lt'e be	autifi	ıllır bu	ilt and	d cuita	bly luvu	ırione	Ratir	ng **	***
330d xDrive Luxury Touring Auto 330d xDrive BluePerformance Luxury Touring Auto	-		415 169	74 8-	A 41	155	5.4 5	2.3 14		255/40	00 -	413/150 413/150 413/150	0 -	1750	1800 1800 1800	518d SE 518d SE Auto	- 4	30265 31815	15133 (6-M 30	tba tl	ba 65.	7 114	1995	148/tba		tba tba	- tb	
330d xDrive M Sport Touring Auto 330d xDrive BluePerformance M Sport Touring Auto 335d xDrive Luxury Touring Auto			915 171	84 8-	A 41	155	5.4 5	2.3 14		255/40	00 -	413/150 413/150 465/150	0 -		1800	518d Luxury 518d Luxury Auto	- 4	33065 34615	16533 6	6-M 31	tba ti	ba 62.	8 119	1995	148/tba		tba	- tb	a tba
335d xDrive M Sport Touring Auto 318d SE GT			820 179 575 152	84 8-	A 43	155 1	tba 5	0.4 14	18 2993	308/44	00 -	465/150 465/150 236/175	0 -	tba	tba	518d M Sport 518d M Sport Auto	- 4	33065 34615	16533 6	6-M 31	tba tl	ba 60.	1 124	1995	148/tba		tba	- tb	a tba
318d SE GT Auto 318d Sport GT	-	5 32		63 8-	A 24	130	9.6 5	8.9 12	7 1995	141/40	00 -	236/175 236/175 236/175	0 -	1635	1600	520d SE 520d SE Auto	- 4	31965 33515	15343 6	6-M 34	tba tl	ba 65.	7 114	1995	188/tba			- tb	a tba
318d Sport GT Auto 318d Luxury GT	-	5 33	125 165 575 162	63 8-	A 24	130	9.6 5	8.9 12	7 1995	141/40	00 -	236/175 236/175 236/175	0 -	1635	1600	520d CL Auto 520d Luxury 520d Luxury Auto	- 4	34765 36315	16687 6	6-M 36	tba tl	ba 62.	8 119	1995	188/tba		tba tba	- tb	a tba
318d Luxury GT Auto 318d M Sport GT	-	5 34	125 170 825 164	63 8-	A 24	130	9.6 5	8.9 12	7 1995	141/40	00 -	236/175 236/175 236/175	0 -	1635	1600	520d M Sport 520d M Sport Auto	- 4	34765 36315	16687 6	6-M 36	tba tl	ba 60.	1 124	1995	188/tba		tba tba	- tb	a tba
318d M Sport GT Auto 320d SE GT	-	5 34	375 171 675 158	88 8-	A 25	130	9.6 5	7.6 12	9 1995	141/40	00 -	236/175 236/175 280/175	0 -	1635	1600	525d SE 525d SE Auto	- 4	36855	15479 6	6-M 39	154 7	.0 57.	6 129	1995 2	215/4400		32/1500	- 17	25 2000 30 2000
320d SE GT Auto	-	5 33	225 166	13 8-	A 30	140	7.9 5	7.6 12	9 1995	181/40	00 -	280/175 280/175 280/175	0 -	1650	1600	525d Luxury 525d Luxury Auto	- 4	39785	16710	6-M 40	154 7	.0 55.	4 134	1995 2	215/4400 215/4400	- 3	32/1500	- 172	25 2000 30 2000
320d Sport GT 320d Sport GT Auto	-	5 34	675 163 225 171	13 8-	A 30	140	7.9 5	7.6 12	9 1995	181/40	00 -	280/175	0 -	1650	1600	525d M Sport 525d M Sport Auto	- 4	39785	16710	6-M 40	154 7	.0 53.	3 139	1995 2	215/4400 215/4400	- 3	32/1500	- 172	25 2000 30 2000
320d Luxury GT 320d Luxury GT Auto	-	5 35	675 168 225 176	13 8-	A 30	140	7.9 5	7.6 12	9 1995	181/40	00 -	280/175 280/175	0 -	1650	1600	530d SE Auto 530d Luxury Auto	- 4	41050	17241	8-A 43	155 5	.8 55.	4 134	2993 2	255/4000 255/4000	- 3		- 17	85 2000 85 2000
320d M Sport GT 320d M Sport GT Auto	-	5 35	055 170 605 178	03 8-	A 30	140	7.9 5	6.5 13	1 1995	181/40	00 -	280/175 280/175	0 -	1650	1600	530d M Sport Auto 535d Luxury Auto	- 4	43870	18425	8-A 43	155 5	.8 51.	4 144	2993 2		- 3	98/1500	- 178	85 2000 10 2000
325d SE GT Auto	-	5 35	605 161 155 168	74 8-	A 34	149	6.8 5	6.5 13	1 1995	215/40	00 -	332/150 332/150	0 -	1690	1800	535d M Sport Auto ActiveHybrid 5 SE Auto		48520	18438	8-A 45	155 5	.3 50.	4 148	2993 3	08/4400	- 4	65/1500 95/1200	- 18	10 2000
325d Luxury GT 325d Luxury GT Auto	-	5 37	605 170 155 178	34 8-	A 34	149	6.8 5	6.5 13	1 1995	215/40	00 -	332/150 332/150	0 -	1690	1800	ActiveHybrid 5 Luxury Auto ActiveHybrid 5 M Sport Auto		48825	19530	8-A 44	155 5	.9 41.	5 159	2979 3		54 2	95/1200		25 0
325d M Sport GT 325d M Sport GT Auto	-	5 37	855 172 405 179	54 8-	A 34	149	6.8 5	5.4 13	84 1995	215/40	00 -	332/150 332/150	0 -	1690	1800	518d SE Touring	- 5	32590 34140	16295	6-M tba	tba tl	ba tba	a tba	1995	148/tba		tba	- tb	a tba
330d SE GT Auto 330d Luxury GT Auto	-	5 39	005 177 005 187	22 8-	A 40	155	5.7 5	5.4 13	35 2993	255/40	00 -	413/200 413/200	0 -	1735	1800	518d SE Touring Auto 518d Luxury Touring	- 5	35520	17760	6-M tba	tba tl	ba tba	a tba	1995	148/tba		tba	- tb	a tba
330d M Sport GT Auto 330d xDrive SE GT Auto	-	5 38	255 188 520 184	90 8-	A 40	155	5.4 5	2.3 14	2 2993	255/40	00 -	413/200 413/200	0 -	1805	1800	518d Luxury Touring Auto 518d M Sport Touring	- 5	37070 35520	17760	6-M tba	tba tl	ba tba	a tba	1995	148/tba	-	tba	- tb	a tba
330d xDrive Luxury GT Auto 330d xDrive M Sport GT Auto	-	5 40	520 194 770 195	70 8-	A 41	155	5.4 5	2.3 14	3 2993	255/40	00 -	413/200 413/200	0 -	1805	1800 1800	518d M Sport Touring Auto 520d SE Touring	- 5	37070 34290	16459 6	6-M tba	tba tl	ba tba	a tba	1995	148/tba	:	tba	- tb	a tba
335d xDrive Luxury GT Auto 335d xDrive M Sport GT Auto			420 208 670 209									443/130 443/130			1800 1800	520d SE Touring Auto 520d Luxury Touring	- 5	35840 37220	17866	6-M tba	tba tl	ba tba	a tba	1995	148/tba		tba tba	- tb	a tba
4 Series The new name for the 3 Series Coupé	é. It's	fant	astic to	drive	e, is r	oomy	y and	well	kitted o	out. It'l	l be a s		ting >	***	**	520d Luxury Touring Auto 520d M Sport Touring	- 5	38770 37220	17866 6	6-M tba	tba tl	ba tba	a tba	1995	187/tba	:	tba	- tb	a tba
420d SE Coupé 420d SE Coupé Auto	320	2 31	795 165 345 173	33 6-	M 29	149	7.5 6	0.1 12	4 1995	181/40	00 -	280/175 280/175	0 -	1525 1540		520d M Sport Touring Auto 525d SE Touring	- 5		16510	6-M 39	149 7	.2 54.	3 136	1995 2	15/4400				25 2000
420d Sport Coupé 420d Sport Coupé Auto	-	2 33	295 173 845 181	13 6-	M 30	149	7.5 6	0.1 12	4 1995	181/40	00 -	280/175 280/175	0 -	1525 1540	1600	525d SE Touring Auto 525d Luxury Touring									215/4400 215/4400				35 2000 25 2000
420d Luxury Coupé 420d Luxury Coupé Auto	-	2 34		33 6-	M 30	149	7.5 6	0.1 12	4 1995	181/40	00 -	280/175 280/175	0 -	1525 1540	1600	525d Luxury Touring Auto 525d M Sport Touring									215/4400 215/4400				35 2000 25 2000
420d M Sport Coupé 420d M Sport Coupé Auto	-	2 34	795 180 345 188	93 6-	M 30	149	7.5 5	8.9 12	7 1995	181/40	00 -	280/175 280/175	0 -	1525	1600	525d M Sport Touring Auto 530d SE Touring Auto									215/4400 255/4000				35 2000 95 2000
420d xDrive SE Coupé	-	2 33	295 166	48 6-	M 29	147	7.5 5	8.9 12	26 1995	181/40	00 -	280/175	0 -	1605	1600	530d Luxury Touring Auto 530d M Sport Touring Auto	- 5	46195	19402	8-A 43	155 5	.9 51.	4 144	2993 2	255/4000 255/4000	- 3	98/1500	- 18	95 2000 95 2000
420d xDrive SE Coupé Auto 420d xDrive Sport Coupé			845 174 795 173	98 6-	M 29	147	7.5 5	8.9 12	26 1995	181/40	00 -	280/175 280/175	0 -	1605	1600 1600	535d Luxury Touring Auto 535d M Sport Touring Auto	- 5	50845	19321	8-A 45	155 5	.4 49.	6 149	2993 3	308/4400 308/4400	- 4	65/1500	- 19	25 2000 25 2000
420d xDrive Sport Coupé Auto 420d xDrive Luxury Coupé	-	2 36 2 35	795 178	98 6-	M 29	147	7.5 5	8.9 12	24 1995 26 1995	181/40	00 -	280/175 280/175	0 -		1600	520d SE GT Auto (Euro 6) 520d SE GT Auto (Euro 5)	- 5	38045	15979	8-A 33	133 8	.9 51.	4 144	1995 1	81/4000 81/4000	- 2	80/1750	- 19	90 2100 90 2100
420d xDrive Luxury Coupé Auto 420d xDrive M Sport Coupé	-	2 37 2 36	345 186 295 181						24 1995 29 1995			280/175 280/175		1615 1605	1600 1600	520d Luxury GT Auto (Euro 6)	- 5	40845	17155	8-A 34	133 8	.9 51.	4 144	1995 1	81/4000 81/4000	- 2	80/1750	- 19	90 2100 90 2100 90 2100
420d xDrive M Sport Coupé Auto 425d SE Coupé	-	2 37 2 34	845 189 730 173						28 1995 31 1995			280/175 332/150			1600 1800	520d Luxury GT Auto (Euro 5) 520d M Sport GT Auto (Euro 6) 520d M Sport GT Auto (Euro 5)	- 5	40845	17155	8-A 34	133 8	.9 51.	4 144	1995 1	81/4000	- 2	80/1750	- 19	90 2100
425d SE Coupé Auto 425d Sport Coupé		2 36 2 36							24 1995 31 1995			332/150 332/150			1800	530d SE GT Auto	- 5	46965	19725	8-A 43	152 6	.2 48.	7 153	2993 2	81/4000 255/4000	- 4	13/1500	- 20	90 2100 15 2100
425d Sport Coupé Auto 425d Luxury Coupé		2 37 2 37			A 34 M 34				24 1995 31 1995			332/150 332/150			1800	530d M Sport GT Auto	- 5	49765	20901	8-A 44	152 6	.2 48.	7 153	2993 2	255/4000	- 4	13/1500	- 20	15 2100 15 2100
425d Luxury Coupé Auto 425d M Sport Coupé		2 38 2 37	780 193 730 188						4 1995 5 1995			332/150 332/150		1580 1565	1800 1800	535d M Sport GT Auto											65/1500	- 20	
425d M Sport Coupé Auto 430d Luxury Coupé Auto	-	2 39	280 196 615 198	40 8-	A 34	153	6.5 5	7.6 12	8 1995	215/44	00 -	332/150 413/200	0 -	1580	1800 1800	6 Series Impressively refined, and making a gro												ıg ★★	
430d M Sport Coupé Auto 430d xDrive Luxury Coupé Auto	-	2 40	245 201 245 206	23 8-	A 40	155	5.5 5	6.5 13	2 2993	255/40	00 -	413/200	0 -	1615	1800 1800		300 2	67795	35253	8-A 48	155 5	.3 51.	4 145	29933	308/4400 308/4400	- 4		- 18	00 0
430d xDrive M Sport Coupé Auto 435d xDrive Luxury Coupé Auto	-	2 41	760 208 545 204	80 8-	A 40	155	5.2 5	2.3 14	1 2993	255/40	00 -	413/200 465/150	0 -	1690	1800	640d M Sport Gran Coupé	301 4	69540	34770	8-A 49	155 5	.4 49.	6 149	2993 3	308/4400 308/4400	- 4	65/1500	- 18	85 0
435d xDrive M Sport Coupé Auto 420d SE Convertible	-	2 45	045 207 680 198	21 8-	A 41	155	4.7 5	0.4 14	6 2993	308/44	00 -	465/150	0 -	1700			- 2	69260 73675	33245 35364	8-A 50 8-A 50	155 5 155 5	.5 50. .5 49.	4 148 6 149	2993 3 2993 3	308/4400 308/4400		65/1500 65/1500	- 19:	
420d SE Convertible Auto	-	2 38	230 206 180 206	44 8-	A 30	142	8.2 5	8.9 12	7 1995	181/40	00 -		0 -	1765	1600	7 Series Now with 50mpg potential, latest 7 bre	aks n	ew gro	und as	a tech	nno sh	nowcas	se.				Ratir	ıg **	***
420d Sport Convertible 420d Sport Convertible Auto		2 39	730 214	54 8-	A 30	142	8.2 5	8.9 12	7 1995	181/40	00 -	280/175	0 -	1765	1600	730d SE 730d BluePerformance SE	- 4	58275 59270	25641 26079	8-A 45 8-A 45	155 6 155 6	i.1 50.	4 148 4 148	2993 2 2993 2		- 4	13/1500 13/1500		15 2100 15 2100
420d Luxury Convertible 420d Luxury Convertible Auto	-	2 40	180 211 730 219	94 8-	A 31	142	8.2 5	8.9 12	7 1995	181/40	00 -	280/175	0 -	1765	1600	730d SE Exclusive 730d BluePerformance SE Exclusive									255/4000 255/4000				15 2100 15 2100
420d M Sport Convertible 420d M Sport Convertible Auto	-	2 41	680 214 230 222	64 8-	A 31	142	8.2 5	6.5 13	1 1995	181/40	00 -	280/175 280/175	0 -	1765	1600 1600										255/4000 255/4000				15 2100 15 2100
425d SE Convertible 425d SE Convertible Auto	-	2 40	540 208 090 216	49 8-	A 34	tba	7.1 5	6.5 13	32 1995	215/44	00 -	332/150 332/150	0 -	tba tba	tba	730d BluePerformance M Sport Exclusive									255/4000 255/4000				15 2100 15 2100
425d Sport Convertible 425d Sport Convertible Auto	-	2 41	040 216 590 224	59 8-	A 34	tba	7.1 5	6.5 13	32 1995	215/44	00 -	332/150 332/150	0 -	tba tba	tba tba	730Ld SE 730Ld BluePerformance SE	- 4	61375	27005	8-A 46	155 6	.2 50.	4 148	2993 2	255/4000 255/4000	- 4	13/1500	- 19	50 2100 50 2100
425d Luxury Convertible 425d Luxury Convertible Auto	-	2 42	040 221 590 229	99 8-	A 34	tba	7.1 5	6.5 13	32 1995	215/44	00 -	332/150 332/150	0 -	tba tba	tba tba	730Ld SE Exclusive 730Ld BluePerformance SE Exclusive	- 4	65070	28631	8-A 48	155 6	.2 50.	4 148	2993 2	255/4000 255/4000	- 4	13/1500		50 2100 50 2100
425d M Sport Convertible 425d M Sport Convertible Auto	-	2 43	555 224 105 232	77 8-	A 35	tba	7.1 5	4.3 13	6 1995	215/44	00 -		0 -	tba tba	tba tba	730Ld M Sport 730Ld BluePerformance M Sport	- 4	66650	29326	8-A 46	155 6	.2 50.	4 148	2993 2	255/4000 255/4000	- 4	13/1500	- 19	50 2100 50 2100
430d Luxury Convertible Auto 430d M Sport Convertible Auto	-	2 45	485 240 000 243	00 8-	A 41	tba	5.9 5	1.4 14	4 2993	255/40	00 -	413/200 413/200		tba tba	tba tba	730Ld M Sport Exclusive	- 4	69945	30776	8-A 48	155 6	.2 50.	4 148	2993 2	255/4000 255/4000	- 4	13/1500	- 19	50 2100 50 2100
435d xDrive Luxury Convertible Auto 435d xDrive M Sport Convertible Auto	-	2 48	400 261 900 264	36 8-	A 42	tba	5.2 4	9.6 1	1 2993	308/44	00 -	465/150 465/150	0 -	tba tba		740d SE	- 4	65465	27495	8-A 47	155 5	.5 49.	6 149	2993 3	308/4300 308/4300	- 4	65/1500	- 19	40 2100 40 2100
418d SE Gran Coupé 418d SE Gran Coupé Auto	-	5 30	995 154 545 162	98 6-	M 23	132	9.2 6	1.4 12	1 1995	141/40	00 -	236/175 236/175			1600 1600	740d M Sport	- 4	70740	29711	8-A 48	155 5	.5 49.	6 149	29933	808/4300	- 4	65/1500 65/1500	- 19	40 2100
418d Sport Gran Coupé 418d Sport Gran Coupé Auto	-	5 32	495 162 045 170	48 6-	M 24	132	9.2 6	1.4 12	1 1995	141/40	00 -	236/175 236/175	0 -	1605	1600 1600		- 4	66200	27804	8-A 47	155 5	.7 41.	5 158	29793	15/5800	54 3	32/1300 32/1300	155 20	45 0
418d Luxury Gran Coupé 418d Luxury Gran Coupé Auto	-	5 33	495 167 045 175	48 6-	M 24	132	9.2 6	1.4 12	1 1995	141/40	00 -	236/175 236/175	0 -	1645	1600	ActiveHybrid 7 L SE	- 4	69300	29106	8-A 48	155 5	.7 41.	5 158	2979 3	15/5800	54 3	32/1300	155 20	70 0
418d M Sport Gran Coupé 418d M Sport Gran Coupé Auto	-	5 33	995 169 545 177	98 6-	M 24	132	9.2 6	0.1 12	4 1995	141/40	00 -	236/175 236/175	0 -	1685	1600	X1											32/1300 · Ratir	ig ★★	
420d SE Gran Coupé 420d SE Gran Coupé 420d SE Gran Coupé Auto	-	5 31	795 158 345 166	98 6-	M 29	147	7.7 6	0.1 12	4 1995	181/40	00 -	280/175 280/175 280/175	0 -	1585	1600	Good to drive and less imposing than sDrive16d SE	- 5	24230	13084 6	6-M 18	118 11	1.5 57.	6 128	1995 1	14/4000	- 1	92/1750		
420d Sport Gran Coupé	-	5 33	295 166	48 6-	M 29	147	7.7 6	0.1 12	4 1995	181/40	00 -	280/175	0 -	1615	1600	sDrive18d SE Auto	- 5	26830	13415	8-A 22	126 9	.9 56.	5 132	1995 1	41/4000	- 2		- 15	70 1800
420d Sport Gran Coupé Auto 420d Luxury Gran Coupé	-	5 34	845 174 295 171	48 6-	M 30	147	7.7 6	0.1 12	4 1995	181/40	00 -	280/175 280/175	0 -	1645	1600	sDrive18d Sport Auto	- 5	27830	13915	8-A 22	126 9	.9 56.	5 132	1995 1	41/4000	- 2	36/1750 36/1750	- 15	70 1800
420d Luxury Gran Coupé Auto 420d M Sport Gran Coupé	-	5 34	845 179 795 173	98 6-	M 30	147	7.7 5	7.6 12	8 1995	181/40	00 -	280/175 280/175	0 -	1675	1600 1600	sDrive18d M Sport Auto	- 5	29830	14915	8-A 22	126 9	.9 56.	5 132	1995 1	41/4000	- 2			55 1800 70 1800
420d M Sport Gran Coupé Auto 420d xDrive SE Gran Coupé	-	5 33	345 181 295 166	48 6-	M 29	147	7.7 5	7.6 12	9 1995	181/40	00 -		0 -	1660		sDrive20d EfficientDynamics Business	- 5	28160	14080 6	6-M 24	127 8	.3 62.	8 119	1995 1	61/4000	- 2	80/1750	- 15	65 1700 65 1700
420d xDrive SE Gran Coupé Auto 420d xDrive Sport Gran Coupé	-	5 34	845 174 795 173	98 6-	M 30	147	7.7 5	7.6 12	9 1995	181/40	00 -	280/175	0 -	1690	1800	sDrive20d SE sDrive20d SE Auto	- 5 - 5	26760 28360	13380 (14180 (6-M 24 8-A 24	127 7 127 7	.8 57. .9 56.	6 129 5 132	1995 1 1995 1	81/4000 81/4000	- 2	80/1750		65 1800 75 1800
420d xDrive Sport Gran Coupé Auto 420d xDrive Luxury Gran Coupé	-	5 35	345 181 795 178	98 6-	M 30	147	7.7 5	7.6 12	9 1995	181/40	00 -	280/175	0 -	1720	1800	sDrive20d Sport sDrive20d Sport Auto	- 5 - 5	27760 29360	13880 (14680 (6-M 25 8-A 25	127 7 127 7	.8 57. .9 56.	6 129 5 132	1995 1 1995 1	81/4000 81/4000	- 2	80/1750		65 1800 75 1800
420d xDrive Luxury Gran Coupé Auto 420d xDrive M Sport Gran Coupé		5 37 5 36	345 186 425 182	73 8- 13 6-	A 30 M 30	142 147	7.5 5 7.7 5	8.9 12 6.5 13	7 1995 3 1995	181/40 181/40	00 - 00 -	280/175 280/175	0 -	1735 1750	1800 1800	sDrive20d M Sport sDrive20d M Sport Auto	- 5	29760	14880 6	6-M 25	127 7	.8 57.	6 129	1995 1	81/4000 81/4000	- 2	80/1750	- 15	65 1800 75 1800
420d xDrive M Sport Gran Coupé Auto 430d Luxury Gran Coupé	-	5 37	975 189 740 198	88 8-	A 30	142	7.5 5	6.5 13	1 1995	181/40	00 -		0 -	1765		xDrive18d SE xDrive18d SE Auto	- 5	26830	12878	6-M 22	121 9	.9 51.	4 144	1995 1	41/4000	- 2	36/1750	- 16	40 1800 50 1800
430d M Sport Gran Coupé Auto 430d xDrive Luxury Gran Coupé Auto	-	5 40	240 201 240 206	20 8-	A 40	155	5.6 5	3.3 13	88 2993	255/40	00 -	413/150	0 -	1680	1800	xDrive18d Sport	- 5	27830	13358 6	6-M 22	121 9	.9 51.	4 144	1995 1	41/4000	- 2	36/1750	- 16	40 1800 50 1800
430d xDrive M Sport Gran Coupé Auto 435d xDrive Luxury Gran Coupé Auto	-	5 41	755 208 540 222	78 8-	A 39	155	5.3 5	1.4 14	4 2993	255/40	00 -	413/150 465/150	0 -	1750	1800	xDrive18d xLine	- 5	28830	13838 6	6-M 22	121 9	.9 51.	4 144	1995 1	41/4000	- 2	36/1750	- 16	40 1800 50 1800
435d xDrive M Sport Gran Coupé Auto	-	5 45	040 225	20 8-	A 41	155	4.8 4	9.6 14	19 2993	308/40	00 -	465/150	0 -	1760	1800	xDrive18d M Sport	- 5	29830	14318 (6-M 22	121 9	.9 51.	4 144	1995 1	41/4000	- 2	36/1750	- 16	40 1800
	ISSUE TESTED	DOORS	LIST PRICE E	CEARROY	INS. GROUP	TOP SPEED	0-62MPH COMBINED MPG	(RANGE)	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)		ISSUE TESTED DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX INS. GROUP	TOP SPEED	COMBINED MPG	COZ G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	TORQUE LB FT/RPM	TOWING WEIGHT (KG)

And Marketing 1	Sept Sept 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2		ISSUE TESTED	LIST PRICE £	TRADE-IN VALUE	GEARBOX INS. GROUP	TOP SPEED	COMBINED MPG	CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR Torque LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)		ISSUE TESTED DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX INS. GROUP	TOP SPEED	0-62MPH COMBINED MPG	(RANGE) CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR Torque LB FT/RPM	KERB WEIGHT (KG) TOWING	WEIGHT (KG)
### Company of the Co	Section 1 and 1 an	Drive18d M Sport Auto Drive20d SE) -														170/1750	- 1	160 115	
Company Comp	The control of the co	Drive20d SE Auto Drive20d Sport	- 5	29260	14045 6	6-M 25	127 8	3.1 51.4	1 145 1	995 18	1/4000	- 2	80/1750) -	1650	2000	Berlingo Multispace Citroën pulls off the balancing act of va											oadspa	ce too		۲
The state of the control of the cont	## Section 1	Prive20d xLine	- 5	30260	14525 6	6-M 25	127 8	3.1 51.4	1 145 1	995 18	1/4000	- 2	80/1750) -	1650	2000	VTR HDi 90 5-seat	- 5	15105	6646	5-M 7	102 1	14.3 54	.3 135	1560	91/4000	- 1	170/1750	- 1	601 130	00
### STATE OF THE PART OF THE P	### STATE OF THE PROPERTY OF T	rive20d M Sport	- 5	31260	15005 6	6-M 25	127 8	3.1 51.4	1 145 1	995 18	1/4000	- 2	80/1750) -	1650	2000	VTR e-HDi 90 ETG6 5-seat	- 5	15875	6985	6-A 9	103 1	15.5 64	.2 115	1560	91/4000	- 1	170/1750	- 1	624 130	00
Application 1	Self-Self-Self-Self-Self-Self-Self-Self-	rive25d xLine	- 5	32540	14968 6	5-M 26	127 6	6.8 47.9	154 1	995 21	5/4400	- 3	32/1500) -	1660	2000	XTR HDi 90 5-seat	- 5	17155	7548	5-M 8	102 1	14.3 54	.3 135	1560	91/4000	- 1	170/1750	- 1	601 130	00
Annual of the property of the	Age 10 and an appearance to proper search of core page 12 and 10	rive25d M Sport	- 5	33540	15428 6	6-M 27	127 6	6.8 47.9	154 1	995 21	5/4400	- 3	32/1500) -	1660	2000	XTR HDi 115 5-seat 3	300 5	17905	7162	5-M 10	107 1	12.1 55	5.4 134	1560	113/3600	. 1	177/1500	- 1	624 130	00
The control of the co	March	3										- 3					A gem to look at and practical too. HDi												•		
September 1	Set SELLING SUV-ESQUE Set Supplied to 10 to 1	rive18d SE	- 5	30995	17977 6	6-M 26	121 9	9.5 56.5	5 131 1	995 14	8/4000						Selection HDi 90	- 5	16780	7048	5-M 12	108 1	13.5 68	3.9 107	1560	91/4000	- 1	170/1750	- 1	404 120	00
*** Section for the company of the c	Set Sellands 1	rive20d SE	- 5	32995	17817 6	6-M 30	130 8	3.1 52.3	3 143 1	995 18	8/4000	- 2	95/1750) -	1805	2000	Exclusive HDi 115 3	316 5	18050	7581	6-M 15	114 1	11.2 61	.4 119	1560	113/3600		199/1750	- 1	436 120	00
## 1	Set Set Line Stove Scale And Telephone Stove Scale And Stove S	rive20d xLine	- 5	34495	18627 6	6-M 30	130 8	3.1 52.3	3 143 1	995 18	8/4000	- 2	95/1750) -	1805	2000		C4 is - 5	dull ag 16355	ainst a	Focus 5-M 15	, but 112 1	refine 12.9 70	ed and 0.6 104	econd 1560	omical. 91/4000	- 1		•		
**************************************	and off Aun. 5 200 201 Ac 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ive20d M Sport	- 5	35995	19437 6	6-M 31	130 8	3.1 52.3	3 143 1	995 18	8/4000	- 2	95/1750) -	1805	2000	VTR+ HDi 90														
Section Cell 19 1	Settle Settle 15 1982	ive30d SE Auto	- 5	39795	21489 8	8-A 39	144 5	5.9 47.9	156 2	993 25	5/4000	- 4					VTR+ e-HDi 115 ETG6 Selection HDi 90	- 5 - 5	19565 18605	7435 7070	6-A 18 5-M 17	118 1 112 1	11.2 76 12.9 67	3.3 95 3.3 109	1560 1560	113/3600 91/4000) - 1 - 1	199/1750 170/1750	- 1		
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Startes BMWS new 13 brand in an affordable package, for a BMW it's desirable and efficient too. 381 5 3989 9818 1-A2 19 37 2 4718 9 . 18 48 149 179 0 18 41 279	### States SMM* new 12 brand in an an affordable package, for a BMW. It desirable and efficient to. ### Stage Extender** ### States SMM* new 12 brand in an antifordable package, for a BMW. It desirable and efficient to. ### Stage Extender** ### States SMM* new 12 brand in an antifordable package, for a BMW. It desirable and efficient to. ### Stage Extender** ### States SMM* new 12 brand in an antifordable package, for a BMW. It desirable and finds the states of the st																Grand Exclusive+ e-HDi 115 ETG6	- 5	26410	10564	6-A 19	117 1	12.6 70	.6 105	1560	113/3600) - 1	199/1750	- 1	320 150	00
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Column C	Exclusive Techno Pack Hill 180	und breaking hybrid supercar is	great to	o drive,	reason	nably p	riced	and m	akes s	ense f	for bus	iness	users.				VTR+ Techno Pack e-HDi 115 ETG6	- 4	23370	7478	6-A 22	118 1	12.6 tk	a 111	1560	113/3600) - 1	199/1750	- 1	705 134	40
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Part	The part of the part of the existence promised from the parament. It's roomy, but pricey and the deliver on the excitement promised from the parament. It's roomy, but pricey and the parameters is a winning choice for city transportation, but is pretty pricey. 1 beat First for driving edge but cozes style and quality, with a large dollog of French chame. 2 style of the parament is roomy, but pricey and the parament. It's roomy, but pricey. 2 style of the parament is roomy and the parament. It's	dealers: 72 Warranty: 3 y	/ears/6	0,000	miles	d Voye	agor '	12 500	Omiloo	١							Tourer VTR Techno Pack HDi 115	- 5	22570	7222	5-M 20	116 1	11.9 61	.4 120	1560	113/3600) - 1	177/1500	- 1	742 130	00
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DSyle Bit 0 160 de common	Distyle HDI 160 Mountait is bought for the acres of space inside, rather than the driving experience. Both Mountain State	CRD V6 Executive											98/1600) -			DStyle e-HDi 115 Airdream ETG6 DStyle BlueHDi 120	- 5 - 5	25890 25890	9838 9838	6-A 20 6-M 22	119 1 119 1	12.0 65 11.7 70	5.7 112 0.6 104	1560 1560	113/3600 113/3600) - 1	199/1750 199/1750	- 1	593 140	00
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Company Comp	Dear Sport	***	- 5	00010	10/03 6	υ•M 34	110 1	2.0 33.0	2012	art 17	J/30UU	. 2	JU01 10UL		L C4L	1000	DSport BlueHDi 180 Automatic 3	326 5	31580	12000	6-A 30	137	9.2 62	2.8 118	1997	178/3750	- 2	295/2000	- 1	725 150	00
Rating **** n about town, Citroën's four-seater is a winning choice for city transportation, but is pretty pricey. 17 beat Fiesta for driving edge but oozes style and quality, with a large dollop of French charm. 18 hib 70	Rating **** a blout town, Citroën's four-seater is a winning choice for city transportation, but is pretty price; 5 21216 4668 1-A 28 80 15.9 (93) 0 66 . Rating **** The best Fiesta for driving edge but occess style and quality, with a large dollop of French charm. In 10	dealers: 193 Warranty: 3	years/	60,000	Omiles	C4 C2	ctue	and Di	caseo	mode	ole 16	UUU-	niloe				DSport Hybrid4 200 (18-inch wheels) 2														
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+HDI 70 - 5 14990 6128 5-M 10 101 13.5 72.4 101 1398 67/4000 - 118/1750 - 1145 950 + e+Di 170 ETG - 5 15390 646 5-M 18 113 11.3 78.5 95 1560 91/4000 - 170/1750 - 1155 950 1200 + e+Di 190 - 5 15390 646 5-M 18 113 11.3 78.5 95 1560 91/4000 - 170/1750 - 1160 1150 usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1160 1150 usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1160 1150 Hz Usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1160 1150 Hz Usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1160 1150 Hz Usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1160 1150 Hz Usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1160 1150 Hz Usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1160 1150 Hz Usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1085 1150 Hz Usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1080 1150 Hz Usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1085 1150 Hz Usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1085 1150 Hz Usive e-HD 190 - 3 1852/0 6961 5-M 16 113 12.5 78.5 95 1560 91/4000 - 170/1750 - 1085 1150 Hz Usive e-HD 190 - 3 1852/0 6961 5-M 16 113 12.5 78.5 95 1560 91/4000 - 170/1750 - 1085 1150 Hz Usive e-HD 190 - 3 1852/0 6961 5-M 16 113 12.5 78.5 95 1560 91/4000 - 170/1750 - 1085 1150 Hz Usive e-HD 190 - 3 1852/0 6961 5-M 16 113 12.5 78.5 95 1560 91/4000 - 170/1750 - 1085 1150 Hz Usive e-HD 190 - 3 1852/0 6961 5-M 16 113 12.5 78.5 95 1560 91/4000 - 170/1750 - 1085 1150 Hz Usive e-HD 190 - 3 1852/0 6961 5-M 16 113 12.5 78.5 95 1560 91/4000 - 170/1750 - 1085 1150 Hz Usive e-HD 190 - 3 1852/0 6961 5-M 16 113 12.5 78.5 95 1560 91/4000 - 170/1750 - 1085 1150 Hz Usive e-HD 190 - 108 Hz Usive e-HD	- 5 14590 6128 5-M 10 101 13.7 72.4 101 1398 67/4000 - 118/1750 - 1145 950 +-HDi 70 ETG		- 5	21216	4668 1	1-A 28	80 1	5.9 (93)	0 (66					Sandero														k.
+HDI 70 - 5 14990 6128 5-M 10 101 13.5 72.4 101 1398 67/4000 - 118/1750 - 1145 950 + e+Di 170 ETG - 5 15390 646 5-M 18 113 11.3 78.5 95 1560 91/4000 - 170/1750 - 1155 950 1200 + e+Di 190 - 5 15390 646 5-M 18 113 11.3 78.5 95 1560 91/4000 - 170/1750 - 1160 1150 usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1160 1150 usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1160 1150 Hz Usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1160 1150 Hz Usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1160 1150 Hz Usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1160 1150 Hz Usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1160 1150 Hz Usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1160 1150 Hz Usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1085 1150 Hz Usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1080 1150 Hz Usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1085 1150 Hz Usive e-HD 190 - 5 16800 7081 6-A 18 111 11.8 74.3 99 1560 91/4000 - 170/1750 - 1085 1150 Hz Usive e-HD 190 - 3 1852/0 6961 5-M 16 113 12.5 78.5 95 1560 91/4000 - 170/1750 - 1085 1150 Hz Usive e-HD 190 - 3 1852/0 6961 5-M 16 113 12.5 78.5 95 1560 91/4000 - 170/1750 - 1085 1150 Hz Usive e-HD 190 - 3 1852/0 6961 5-M 16 113 12.5 78.5 95 1560 91/4000 - 170/1750 - 1085 1150 Hz Usive e-HD 190 - 3 1852/0 6961 5-M 16 113 12.5 78.5 95 1560 91/4000 - 170/1750 - 1085 1150 Hz Usive e-HD 190 - 3 1852/0 6961 5-M 16 113 12.5 78.5 95 1560 91/4000 - 170/1750 - 1085 1150 Hz Usive e-HD 190 - 3 1852/0 6961 5-M 16 113 12.5 78.5 95 1560 91/4000 - 170/1750 - 1085 1150 Hz Usive e-HD 190 - 3 1852/0 6961 5-M 16 113 12.5 78.5 95 1560 91/4000 - 170/1750 - 1085 1150 Hz Usive e-HD 190 - 108 Hz Usive e-HD	- 5 14590 6128 5-M 10 101 13.7 72.4 101 1398 67/4000 - 118/1750 - 1145 950 +-HDi 70 ETG	n't beat Fiesta for driving edge bu	ut ooze	s style	and qua	ality, v	vith a	large o	lollop	of Fren	nch ch	arm.		-			Ambiance dCi 90	- 5	8595	3954	5-M 8	107 1	12.1 74	1.3 99	1461	89/3750	- 1	162/1750	- 1	033 110	
+ e-HDi 90	Perhip 10	+ HDi 70	- 5	14590	6128 5	5-M 10	101 1	3.5 72.4	101 1	398 67	7/4000	- 1	18/1750	-	1145	950	Midnight dCi 90	- 5	10345	4759	5-M tba	107 1	12.1 74	.3 99	1461	89/3750	- 1	162/1750	- 1	033 110	00
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eats Edition 1.6 MultiJet PW Pop Star 1.3 MultiJet (7-seats) - 5 PW Pop Star 1.3 MultiJet (7-seats) - 5 PW Pop Star 1.3 MultiJet (7-seats) - 5 PW Pop Star 1.3 MultiJet Dualogic (7-seats) - 5 PW Pop Star 1.6 MultiJet (7-seats) - 5 PW Pop Star 1.6 MultiJet (5-seats) - 5 PW Pop Star 1.6 MultiJet (7-seats) - 5 PW Pop Star 1.6 MultiJet (7-seats) - 5 PW Lounge 1.3 MultiJet (7-seats) - 5 PW Lounge 1.3 MultiJet (7-seats) - 5 PW Lounge 1.3 MultiJet Dualogic (7-seats) - 5 PW Lounge 1.3 MultiJet Dualogic (7-seats) - 5 PW Lounge 1.6 MultiJet (5-seats) - 5 PW Lounge 1.6 MultiJet (7-seats) - 5 PW Lounge 1.6 MultiJet (7-seats) - 5	5 21790 9588 6-M 16 114 11.0 5 17330 7625 5-M 8 102 15.1 6 5 18230 8021 5-A 8 102 15.0 6 5 18230 8021 5-A 8 102 16.0 7 5 18230 8025 5-A 8 102 16.0 7 5 18230 8025 5-A 8 102 16.0 7 5 18230 8025 6-M 17 112 11.8 6 5 19230 823 6-M 17 112 11.8 6 15 18230 825 6-M 17 117 11.1 6 15 19530 8593 6-M 17 117 11.1 6 15 19530 8593 6-M 17 117 11.1 6 15 19530 8593 6-M 9 102 15.1 6 15 19730 8681 5-A 9 102 15.0 7 10 10 10 10 10 10 10 10 10 10 10 10 10	1.9 125 1598 118/3750 2 1.3 110 1248 83/3500 3 1.3 110 1248 83/3500 4 1.6 105 1248 83/3500 4 1.6 105 1248 83/3500 4 1.8 117 1598 103/3750 4 1.8 117 1598 103/3750 4 1.8 117 1598 118/3750 4 1.20 1598 118/3750 4 1.4 120 1598 118/3750 3 1.4 1248 83/3500 4 1.5 1248 83/3500 5 1.6 105 1248 83/3500 6	236/1750 - 1375 110 148/1500 - 1315 100 148/1500 - 1315 100 148/1500 - 1320 100 148/1500 - 1320 100 236/1750 - 1395 110 236/1750 - 1400 110	Titanium 1.5 TDCi Titanium 2.0 TDCi Titanium 2.0 TDCi Auto Titanium X 1.5 TDCi Titanium X 2.0 TDCi Titanium X 2.0 TDCi Auto ST-1.2 0 TDCi	- 52 - 52	0995 8818						199/tba	- tba	tb
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PW Pop Star 1.3 MutitJet (S-seats) - 5 PW Pop Star 1.6 MultiJet (S-seats) - 5 PW Lounge 1.3 MultiJet (G-seats) - 5 PW Lounge 1.3 MultiJet (G-seats) - 5 PW Lounge 1.3 MultiJet Dualogic (S-seats) - 5 PW Lounge 1.3 MultiJet Dualogic (T-seats) - 5 PW Lounge 1.6 MultiJet (S-seats) - 5 PW Lounge 1.6 MultiJet (S-seats) - 5 PW Lounge 1.6 MultiJet (S-seats) - 5 PW Lounge 1.6 MultiJet (T-seats) - 5 PW Lounge 1.6 MultiJet (T-seats) - 5	5 18330 8329 5-A 8 102 16.0 76 5 18330 8065 6-M 87 1712 11.8 66 5 18330 8285 6-M 17 112 11.8 66 5 18530 8593 6-M 17 117 11.1 1.1 6 6 5 18530 8593 6-M 9 102 15.1 6 6 5 19530 8593 6-M 9 102 15.1 6 6 5 19530 8593 6-M 9 102 15.1 6 6 5 19530 8681 5-A 9 102 15.0 76 5 19330 8681 5-A 9 102 16.0 76 5 19330 8725 6-M 17 117 112 11.8 66 5 20530 8935 6-M 9 17 117 112 11.8 66 5 20530 8945 6-M 17 117 11.1 6 6	0.6 105 1248 83/3500 - 0.8 117 1598 103/3750 - 0.8 117 1598 103/3750 - 0.4 120 1598 118/3750 - 0.4 120 1598 118/3750 - 0.3 110 1248 83/3500 - 0.3 110 1248 83/3500 - 0.6 105 1248 83/3500 - 0.6 1248 83/3500 -	148/1500 - 1320 100 236/1750 - 1395 110 236/1750 - 1395 110 236/1750 - 1400 110	Titanium X 2.0 TDCi Titanium X 2.0 TDCi Auto ST-1 2.0 TDCi		3585 9906 2995 9658	6-A tba	129 8.1 120 10.	7 64.2 1 .5 74.3 9	15 1997 98 1498	148/tba - 118/tba -	273/tba 199/tba	- tba	tb
PW Pop Star 1.6 MultiJet (7-seats) PW Pop Star 1.6 MultiJet (5-seats) PW Pop Star 1.6 MultiJet (5-seats) PW Lounge 1.3 MultiJet (7-seats) PW Lounge 1.3 MultiJet (7-seats) PW Lounge 1.3 MultiJet Dualogic (5-seats) PW Lounge 1.3 MultiJet Dualogic (7-seats) PW Lounge 1.6 MultiJet (7-seats) - 5	5 19030 8373 6-M 17 112 11.8 6; 5 18830 8285 6-M 17 117 11.1 6; 5 18830 8285 6-M 17 117 11.1 6; 5 18830 8285 6-M 9 102 15.1 6; 5 19530 8593 6-M 9 102 15.1 6; 5 19530 8681 5-A 9 102 16.0 7; 5 20430 8989 5-A 9 102 16.0 7; 5 19830 8725 6-M 17 112 11.8 6; 5 20530 9033 6-M 17 112 11.8 6; 5 20330 8945 6-M 17 111 11.1 6;	.8 117 1598 103/37504 120 1598 118/37504 120 1598 118/37503 110 1248 83/35003 110 1248 83/35006 105 1248 83/3500 -	236/1750 - 1400 110		- 52	4335 1022 5585 1074	6-M tba	130 8.1 129 8.1	7 64.2 1	05 1997 15 1997	148/tba -	273/tba 273/tba	- tba	tb
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PW Lounge 1.3 MultiJet Dualogic (5-seats) - 5 PW Lounge 1.3 MultiJet Dualogic (7-seats) - 5 PW Lounge 1.6 MultiJet (5-seats) - 5 PW Lounge 1.6 MultiJet (7-seats) - 5 PW Lounge 1.6 MultiJet (7-seats) - 5 PW Lounge 1.6 MultiJet (7-seats) - 5	5 19730 8681 5-A 9 102 16.0 7(5 20430 8989 5-A 9 102 16.0 7(5 19830 8725 6-M 17 112 11.8 6(5 20530 9033 6-M 17 112 11.8 6(5 20330 8945 6-M 17 117 11.1 6(6)	0.6 105 1248 83/3500 -	148/1500 - 1315 100	Estate Style 1.6 TDCi		8995 7978	6-M tba	112 12	5 67.3 1		94/tba -	184/tba tba	- 1464 - tba	tb
PW Lounge 1.6 MultiJet (7-seats) - 5 PW Lounge 1.6 MultiJet (7-seats) PW Lounge 1.6 MultiJet (7-seats) - 5 PW Lounge 1.6 MultiJet (7-seats)	5 19830 8725 6-M 17 112 11.8 62 5 20530 9033 6-M 17 112 11.8 62 5 20330 8945 6-M 17 117 11.1 6		148/1500 - 1315 100 148/1500 - 1320 100 148/1500 - 1320 100	Estate Style 1.5 TDCi	- 51	9595 8230 9595 8608	6-M tba	120 10	7 74.3	98 1498	118/tba -	199/tba 199/tba	- tba	tb
PW Lounge 1.6 MultiJet (5-seats) PW Lounge 1.6 MultiJet (7-seats) - 5	5 20330 8945 6-M 17 117 11.1 6	2.8 117 1598 103/3750 -	236/1750 - 1395 110 236/1750 - 1395 110	Estate Zetec 1.5 TDCi Estate Zetec S 1.6 TDCi	- 52	0595 8650 1745 9133	6-M 16 6-M 15	120 10. 120 10.	7 74.3 9 8 67.3 1	98 1498 09 1560	118/tba - 114/tba -	199/tba 199/tba	- tba	tb tb
OP		.4 120 1598 118/3750 -		Estate Zetec S 1.5 TDCi Estate Titanium 1.6 TDCi	- 52	1845 9175 1995 9238	6-M 15	120 10.	8 67.3 1	09 1560	114/tba -	199/tba	- tba	tb
CHEAPEST MEDIL				Estate Titanium 1.5 TDCi Estate Titanium 2.0 TDCi Estate Titanium 2.0 TDCi Auto	- 52	2095 9280 3435 9843 4685 1036	6-M tba	130 9.	0 70.6 1	05 1997	148/tba -	199/tba 273/tba 273/tba	- tba - tba - tba	tb
CHEAPEST MEDIL		-		Estate Titanium X 1.5 TDCi Estate Titanium X 2.0 TDCi	- 52	4095 1012 5435 1068	6-M 16	120 10.	7 74.3	98 1498	118/tba -	199/tba 273/tba	- tba	tb
CHEAPEST MEDIL			0 6	Estate Titanium X 2.0 TDCi Auto Estate ST-1 2.0 TDCi	- 52	6685 11208 3295 9784	6-A tba	129 8.	9 64.2 1	15 1997	148/tba -	273/tba 295/2000	- tba	tb
	UM-SIZED	**		Estate ST-2 2.0 TDCi Estate ST-3 2.0 TDCi		4795 10414 7095 1138						295/2000 295/2000	- 1488 - 1488	
DIESEL CONVERT	TIBLE	The second		C-MAX Handsome C-MAX has acres of s								ıl engines.		
Volkswagen Golf Call			£23,270	Zetec 1.6 TDCi Titanium 1.6 TDCi Titanium 2.0 TDCi	298 5 2	9150 8043 0650 8673 1725 8690	6-M 16	114 11.	3 62.8 1	17 1560 1	14/3600 -	199/1750 199/1750 236/1750	- 1390 - 1390 - 1488	0 120
Volkswagen Golf CompanyPeugeot 308 CC Act			£24,320 £24,365	Titanium 2.0 TDCi Auto Titanium X 1.6 TDCi	- 52	3105 9242 2650 9513	6-A 20	124 10.	1 51.4 1	44 1997 1	38/3750 -	236/1750 199/1750	- 1550 - 1390	0 150
4 Renault Megane Co	CC Dynamique TomTo		£24,545	Titanium X 2.0 TDCi Titanium X 2.0 TDCi Auto	- 52	4225 10175 5605 1075	6-A 22	129 9.	3 51.4 1	44 1997 1	61/3750 -	251/2000 251/2000	- 1488 - 1550	0 150
5 Renault Megane Co	CC Dynamique TomTo	m dCi 130	£25,045	Grand Zetec 1.6 TDCi Grand Zetec 2.0 TDCi	- 52	0745 8298 1950 9219	6-M 19	124 10.	1 55.4 1	34 1997 1	38/3750 -	199/1750 236/1750		5 150
anda at's solution to the urban crush is a practi	ctical pipsqueak with pizzazz. It's	pretty cheap and nicely	Rating **** / kitted out too.	Grand Zetec 2.0 TDCi Auto Grand Titanium 1.6 TDCi Grand Titanium 2.0 TDCi	285 5 2	3200 9744 2045 8818 3250 9765	6-M 16	112 12	3 60.1 1	24 1560 1	14/3600 -	236/1750 199/1750 236/1750	- 1504	4 120
asy 1.3 MultiJet - 5	5 11295 4970 5-M 7 104 12.8 72 5 12095 5322 5-M 7 104 12.8 72	2.4 104 1248 74/4000 -	140/1500 - 1110 90	Grand Titanium 2.0 TDCi Auto	- 52	4500 1029 4045 9618	6-A 20	123 10.	5 49.6 1	49 1997 1	38/3750 -	236/1750 199/1750	- 1634	4 150
ekking 1.3 MultiJet - 5	5 12595 5542 5-M 7 104 12.8 72 5 13795 6070 5-M 7 100 13.2 67 5 15295 6730 5-M 7 99 14.5 60	7.3 109 1248 74/4000 -	140/1500 - 1110 90	Grand Titanium X 2.0 TDCi Grand Titanium X 2.0 TDCi Auto	- 52	5750 1081 7000 1134	6-M 22	127 9.3	2 55.4 1	34 1997 1	61/3750 -	251/2000 251/2000		
ntartica 4x4 1.3 MultiJet - 5	5 15995 7038 5-M 7 99 14.5 60 5 16945 7456 5-M 9 99 14.3 60	0.1 125 1248 74/4000 -	140/1500 - 1190 90	It's the enthusiasts choice, with a	a great di	iving expe	rience.	t's bigg	ger, bett	er and mo	re econon	nical than		too.
unto eplaces the Evo, and it's no driver's car bu	but retains all-round appeal as a	family hatch.	Rating ★★★★	Zetec 2.0 TDCi 2WD Zetec 2.0 TDCi AWD Zetec 2.0 TDCi AWD Auto	- 52	2695 1225 4195 1258 5680 1335	6-M 22	119 9.	9 54.3 1	35 1997		273/tba	 tba tba tba 	tb
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ho you looking at, fish face? Behind the to tive 1.3 MultiJet - 5	trout pout though, it's a frugal v 5 13405 5094 5-M 5 96 15.2 68	varehouse on wheels.	Rating ***	Titanium X 2.0 TDCi AWD Titanium X 2.0 TDCi AWD Auto	- 53	9095 1512 0580 1590	6-A 26	124 10.	0 52.3 1	40 1997	177/tba -	295/tba	- tba	tb
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oblò	5 15315 5820 5-M 8 105 12.2 68		148/1500 - 1275 100 Rating ***	Titanium Hybrid 2.0 Ti-VCT Style 1.6 TDCi ECOnetic	- 42	4995 9498 10795 7902	6-A 21 6-M 17	116 9.1 119 12	2 67.3 9 1 78.5 9	99 1999 1 94 1560 1	84/6000 118 14/3600 -	199/1750	- 1494	4 40
	ge load capacity spell practical i 5 17780 6401 5-A 7 98 15.4 56 5 18610 6700 5-A 7 98 15.4 56	5.5 133 1598 90/4000 -	148/1500 - 1410 130 148/1500 - 1410 130	Letter 1.0 1Doi Loonetto	- 52	1545 8187 1795 8282	6-M 17	119 12	1 78.5	94 1560 1	14/3600 -	258/2000 199/1750	- 1494	4 40
/Life 1.6 MultiJet (5-seat) - 5 /Life 1.6 MultiJet (7-seat) - 5	5 16980 6452 6-M 11 102 13.4 54 5 17810 6768 6-M 11 102 13.4 54	I.3 138 1598 103/4000 - I.3 138 1598 103/4000 -	214/1500 - 1410 130 214/1500 - 1410 130	Zetec 2.0 TDCi Auto Titanium 1.6 TDCi ECOnetic	- 52	2545 8567 3795 9042 2995 8738	6-A 23	132 9.	9 58.9 1	25 1997 1	48/3500 -	258/2000 258/2000 199/1750	- 1581	1 200
yLife Maxi 1.6 MultiJet Dualogic (5-seat) - 5 yLife Maxi 1.6 MultiJet Dualogic (7-seat) - 5	5 18500 6660 5-A 7 98 15.4 56 5 19330 6959 5-A 7 98 15.4 56	5.5 133 1598 90/4000 - 5.5 133 1598 90/4000 -	148/1500 - 1410 130 148/1500 - 1410 130	Titanium 2.0 TDCi Titanium 2.0 TDCi Titanium 2.0 TDCi ECOnetic	- 52	3495 8928 3745 9023	6-M 23	134 9.	3 64.2 1	15 1997 1	48/3500 -	258/2000 258/2000	- 1578	8 180
/Life Maxi 1.6 MultiJet (7-seat) - 5	5 17700 6726 6-M 11 102 13.4 54 5 18530 7041 6-M 11 102 13.4 54	1.3 138 1598 103/4000 -	214/1500 - 1410 130 214/1500 - 1410 130	Titanium 2.0 TDCi Auto Titanium 2.0 TDCi	- 52	4995 9498 4245 9213	6-A 23 6-M 27	132 9.5 140 8.5	9 58.9 1 3 64.2 1	25 1997 1 15 1997 1	48/3500 - 77/3500 -	258/2000 295/2000	- 1581 - 1584	1 200 4 180
eganza 1.6 MultiJet Dualogic (7-seat) - 5	5 18580 6689 5-A 7 98 15.4 56 5 19410 6988 5-A 7 98 15.4 56 5 17780 6756 6-M 11 102 13.4 54	5.5 133 1598 90/4000 -	148/1500 - 1410 130 148/1500 - 1410 130 214/1500 - 1410 130	Estate Style 1.6 TDCi ECOnetic	- 52	2045 8377	6-M 17	116 12	3 74.3 9	99 1560 1	14/3600 -	295/2000 199/1750	- 1515	5 40
eganza 1.6 MultiJet (7-seat) - 5	5 18610 7072 6-M 11 102 13.4 54 5 18610 7072 6-M 11 102 13.4 54 5 18080 6870 6-M 13 111 11.3 49	1.3 138 1598 103/4000 -	214/1500 - 1410 130 214/1500 - 1410 130 236/1500 - 1450 150	Estate Cityle 2.0 TDC1 ECOnetic	- 52	2795 8662 3045 8757	6-M 17	116 12	3 74.3 9	99 1560 1	14/3600 -	258/2000 199/1750 258/2000	- 1515	5 40
eganza 2.0 MultiJet (7-seat) - 5 eganza Maxi 1.6 MultiJet Dualogic (5-seat) - 5	5 18910 7186 6-M 13 111 11.3 49 5 19300 6948 5-A 7 98 15.4 56	9.6 150 1956 133/3500 - 6.5 133 1598 90/4000 -	236/1500 - 1450 150 148/1500 - 1410 130	Estate Zetec 2.0 TDCi Auto	- 52	3795 9042 4915 9468 4245 9213	6-A 23	129 10.	0 57.6 1	28 1997 1	48/3500 -	258/2000 258/2000 199/1750	- 1601	1 220
eganza Maxi 1.6 MultiJet Dualogic (7-seat) - 5 eganza Maxi 1.6 MultiJet (5-seat) - 5	5 20130 7247 5-A 7 98 15.4 56 5 18500 7030 6-M 11 102 13.4 54	5.5 133 1598 90/4000 - 1.3 138 1598 103/4000 -	148/1500 - 1410 130 214/1500 - 1410 130	Estate Titanium 2.0 TDCi Estate Titanium 2.0 TDCi Estate Titanium 2.0 TDCi ECOnetic	- 52	4745 9403 4995 9498	6-M 23 6-M 23	130 9.4 130 9.5	4 62.8 1 5 67.3 1	17 1997 1 09 1997 1	48/3500 - 48/3500 -	258/2000 258/2000	- 1597 - 1597	7 200 7 200
eganza Maxi 1.6 MultiJet (7-seat) - 5	5 19330 7345 6-M 11 102 13.4 54	1.3 138 1598 103/4000 -	214/1500 - 1410 130	Estate Titanium 2.0 TDCi Auto Estate Titanium 2.0 TDCi	- 52	6115 9924 5495 9688	6-A 23 6-M 27	129 10. 137 8.	0 57.6 1 4 62.8 1	28 1997 1 17 1997 1	48/3500 - 77/3500 -	258/2000 295/2000	- 1601 - 1602	1 220 2 200
K dealers: 530 Warranty: 3 years/ ervicing: 12,500miles (Mondeo 2.0				Estate Titanium 2.0 TDCi Auto Tourneo Connect HERM Much more than a yan with winds		6865 1020						295/2000 Rati	- 1609	
iesta ill Britain's hot-cake car, thanks to near-pa	,		Rating ***	Style 1.6 TDCi Style 1.6 TDCi (Fuel Economy Pack)	- 51		5-M 6	100 14	7 56.5 1	30 1560 9	4/3600 -			
tyle 1.5 TDCi - 3	3 13695 6026 5-M 8 104 13.5 76 5 14295 6290 5-M 8 104 13.5 76	5.4 98 1498 74/3750 -	136/1750 - 1108 75 136/1750 - 1118 75	Zetec 1.6 TDCi	- 51	6395 5902 6755 6032	5-M 6	100 14	7 56.5 1	30 1560 9	4/3600 -	170/1500 170/1500 170/1500	- 1468 - 1468	8 110 8 110
yle ECOnetic 1.6 TDCi - 3 yle ECOnetic 1.6 TDCi - 5	3 14795 6510 5-M 11 111 12.9 85 5 15395 6774 5-M 11 111 12.9 85	i.6 85 1560 94/3800 - i.6 85 1560 94/3800 -	148/1750 - 1108 148/1750 - 1117	Zetec 1.6 TDCi Titanium 1.6 TDCi	- 51 - 51	6995 6118 7395 6262	6-M 8 5-M 7	103 13. 100 14.	8 58.9 1 .7 56.5 1	30 1560 1 30 1560 9	14/3600 - 04/3600 -	199/1750 170/1500	- 1477 - 1468	7 110 8 110
etec 1.5 TDCi - 3 etec 1.5 TDCi - 5	3 14445 6356 5-M 9 104 13.5 76	5.4 98 1498 74/3750 - 5.4 98 1498 74/3750 -	136/1750 - 1108 75 136/1750 - 1118 75	Titanium 1.6 TDCi (Fuel Economy Pack) Titanium 1.6 TDCi) - 51 - 51	7755 6392 7995 6478	5-M 7 6-M 9	100 14. 103 13.	.7 61.4 1 .8 58.9 1	20 1560 9 30 1560 1	14/3600 - 14/3600 -	170/1500 199/1750	- 1477	7 110
	5 15045 6620 5-M 9 104 13.5 76			Grand Style 1.6 TDCi		6995 6118			1 56.5 1	30 1560 0	412600	170/1500	- 1524	
ISSUE TESTED	5 15045 6620 5-M 9 104 13.5 76 3 15345 6752 5-M 12 111 12.9 85				2 5	3 S	ĕ ₽							_
ISSI	5 15045 6620 5-M 9 104 13.5 76 3 15345 6752 5-M 12 111 12.9 85	(RANGE) COZ G/KM ENGINE CC ENGINE CC ENGINE POWER BHP/RPW ELECTRIC MOTOR	ENGINE TORQUE LB FT/RPM TORQUE LB FT/RPM KERB WEIGHT (KG)		ISSUE TESTED DOORS	LIST PRICE £ TRADE-IN VALUE	GEARBOX NS. GROUP	TOP SPEED 0-62MPH		COZ G/KM SE	BHP/RPM BHP/RPM ELECTRIC MOTOR			_

	ISSUE TESTED DOORS LIST PRICE £	TRADE-IN VALUE	GEARBOX INS. GROUP	TOP SPEED 0-62MPH	COMBINED MPG (RANGE) CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	POWER BHP	LB FT/RPM	TORQUE LB FT/RPM	KERB WEIGHT (KG) TOWING WEIGHT (KG)		ISSUE TESTED DOORS	LIST PRICE £	GEARBOX	INS. GROUP TOP SPEED	0-62MPH COMBINED MPG	(RANGE) CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM ELECTRIC MOTOR POWER RHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG) TOWING	WEIGHT (KG)
Grand Style 1.6 TDCi (Fuel Economy Pac Grand Zetec 1.6 TDCi	k) - 5 17355 - 5 18645							- 17 - 17			1524 845 1524 845	1.6 i-DTEC SR 2WD 2.2 i-DTEC S		7315 136 5205 120							221/2000 258/2000	- 1541 170	
Grand Zetec 1.6 TDCi (Fuel Economy Pac Grand Zetec 1.6 TDCi		6842	5-M 7	100 15.1	61.4 12	1 1560 9	94/3600	- 17	0/1500	- 1		2.2 i-DTEC S Auto 2.2 i-DTEC S-T	- 52	6850 128 5970 124	88 6-A	26 118	10.6 4	2.8 169	2199 14	18/4000 -	258/2000 258/2000	- 1712 15	00
Grand Titanium 1.6 TDCi S-MAX	325 5 20245										1533 845 ★★★★	2.2 i-DTEC S-T Auto 2.2 i-DTEC SE	- 52	7615 132 7205 130	58 6-M	26 118	9.7 5	0.4 144	2199 14	18/4000 -	258/2000 258/2000	- 1653 20	00
Ford rips up the MPV rule book, maki Zetec 1.6 TDCi	- 5 24110	11091	6-M 16	112 13.0	54.3 13	9 1560 1	14/3600	- 19			1703 1400	2.2 i-DTEC SE Auto 2.2 i-DTEC SE-T	- 52	8850 138 7970 134	26 6-M	26 118	9.7 5	0.4 144	2199 14	18/4000 -	258/2000 258/2000	- 1653 20	00
Zetec 2.0 TDCi Zetec 2.0 TDCi Auto	- 5 24295 - 5 25825	11880	6-A 18	120 10.9	49.6 14	9 1997 1	38/3750	- 25	1/1750	. 1	1690 1800 1689 1800	2.2 i-DTEC SE-T Auto 2.2 i-DTEC SR	- 52	9615 142 9460 141	41 6-M	26 118	9.7 4	8.7 149	2199 14	18/4000 -	258/2000	- 1653 20	00
Titanium 1.6 TDCi Titanium 2.0 TDCi Titanium 2.0 TDCi	- 5 25860 - 5 26045 - 5 27575	11981	6-M 19	121 10.2	53.3 13	9 1997 1	38/3750	- 19	1/1750	- 1	1703 1400 1690 1800 1689 1800	2.2 i-DTEC SR Auto 2.2 i-DTEC Black/White Edition 2.2 i-DTEC Black/White Edition Auto	325 5 3	1105 149 0510 146 2155 154	45 6-M	28 118	9.7 5	0.4 149	2199 14	18/4000 -	258/2000 258/2000 258/2000	- 1653 20	00
Titanium 2.0 TDCi Auto Titanium 2.0 TDCi Titanium 2.0 TDCi Auto	297 5 26645 273 5 28175	12257	6-M 20	127 9.5	53.3 13	9 1997 1	61/3750	- 25	1/1750 1/2000 1/2000	- 1	1690 1800 1689 1800	2.2 i-DTEC EX	310 5 3	2305 155 3950 162	06 6-M	27 118	9.7 4	8.7 149	2199 14	18/4000 -	258/2000 258/2000	- 1653 20	00
Titanium 2.2 TDCi Titanium 2.2 TDCi Titanium 2.2 TDCi Auto	- 5 27870 - 5 29335	12820	6-M 26	137 8.6	42.8 17	4 2179 1	97/3500	- 31	0/1750 0/1750	- 1	1734 1800 1733 2000	HYUNDAI		0000 102			1010		2100	107 1000	200/2000		Ĭ
Titanium X Sport 2.0 TDCi Titanium X Sport 2.0 TDCi Auto	- 5 30395 - 5 31925	13982	6-M 22	127 9.5	53.3 13	9 1997 1	61/3750	- 25	1/2000	- 1	1690 1800 1689 1800	UK dealers: 152 Warranty: 5 y	ears/U	nlimited	milea	ige S e	ervicii	ng: 20,	,000mi	les (i20, ix		Omiles) ing ★★★	*
Titanium X Sport 2.2 TDCi Titanium X Sport 2.2 TDCi Auto	294 5 31620	14545	6-M 26	137 8.6	42.8 17	4 2179 1	97/3500	- 31			1734 1800 1733 2000	Won't set you on fire, but offers TLC for Active 1.4 CRDi Blue Drive										- 1232 11	00
Galaxy One of the best large MPVs on the ma										_	****	IX20 Lots of space for the cash and looks t									s so gruff		k
Zetec 1.6 TDCi Zetec 2.0 TDCi	- 5 26460 - 5 26645	11191	6-M 20	120 10.6	53.3 13	9 1997 1	38/3750		6/1750	- 1	1734 1400 1733 1800	Classic 1.4 CRDi Active 1.6 CRDi Blue Drive	- 51	3835 553 5385 615	4 6-M	13 113	11.5 6	4.2 117	1582 11	4/4000 -		- 1380 13	00
Zetec 2.0 TDCi Auto Titanium 1.6 TDCi Titanium 2.0 TDCi	- 5 28125 - 5 28360 - 5 28545	11911	6-M 17	111 13.4	54.3 13	9 1560 1	14/3600	- 19	9/1750	- 1	1731 1800 1734 1400 1733 1800	Style 1.6 CRDi Blue Drive i30 Step up on previous model, thanks to		6335 653							Rat	- 1380 13i	
Titanium 2.0 TDCi Auto Titanium 2.0 TDCi	- 5 30000 - 5 29145	12600	6-A 20	118 11.1	49.6 14	9 1997 1	38/3750	- 23	6/1750 1/2000	- 1	1731 1800 1733 1800		315 3 1	8090 723 9590 744	6 6-M	11 115	11.5 7	4.3 100	1582 10	9/4000 -	192/1900 192/1900	- 1421 15 - 1421 15	
Titanium 2.0 TDCi Auto Titanium 2.2 TDCi	276 5 30625 - 5 30375	12863	6-A 22	124 10.4	49.6 14	9 1997 1	61/3750	- 25	1/2000	- 1	1731 1800 1840 1800	Sport Nav 1.6 CRDi Classic 1.6 CRDi Blue Drive	- 32	0710 787 7495 734	0 6-M	13 122	10.9 6	8.9 108	1582 12	26/4000 -	192/1900 192/1900	- 1421 15	00
Titanium 2.2 TDCi Auto Titanium X 1.6 TDCi	- 5 31835 - 5 30860	12734 12961	6-A 26 6-M 18	130 9.1 111 13.4	39.8 18 54.3 13	9 2179 1 9 1560 1	97/3500 14/3600	- 31	0/1750 9/1750	- 1	1841 2000 1734 1400	Active 1.6 CRDi Auto	- 51	8595 78° 9410 815	2 6-A	10 112	12.3 5	1.4 145	1582 10	9/4000 -	192/1900 192/1900	- 1440 14	100
Titanium X 2.0 TDCi Titanium X 2.0 TDCi Auto	- 5 31045 - 5 32525	13661	6-A 21	118 11.1	49.6 14	9 1997 1	38/3750	- 23		- 1	1733 1800 1731 1800	Style 1.6 CRDi Blue Drive Style Nav 1.6 CRDi Blue Drive	- 52	9895 756 1015 798	6 6-M	13 117	10.9 7	4.3 100	1582 12	26/4000 -	192/1900 192/1900	- 1386 15	00
Titanium X 2.0 TDCi Titanium X 2.0 TDCi Auto	- 5 31645 - 5 33125	13913	6-A 23	124 10.4	49.6 14	9 1997 1	61/3750	- 25	1/2000 1/2000	- 1	1733 1800 1731 1800	Premium 1.6 CRDi Premium 1.6 CRDi Auto	- 52	2715 863 3530 894	1 6-A	13 116	11.7 5	1.4 145	1582 12	26/4000 -	192/1900	- 1440 14	00
Titanium X 2.2 TDCi Titanium X 2.2 TDCi Auto	- 5 32875 - 5 34335								0/1750	- 1		Tourer Classic 1.6 CRDi Blue Drive Tourer Active 1.6 CRDi Blue Drive Tourer Active 1.6 CRDi Auto	304 5 1	8595 781 9695 821 0510 861	2 6-M	11 115	11.8 6	7.3 110	1582 10	9/4000 -	192/1900 192/1900 192/1900	- 1467 15	00
Ranger Building site, shopping mall, weekend Double Cab XL 2.2 TDCi 4x4	l break thi							- 27		•	*** 2048 3500	Tourer Style 1.6 CRDi Blue Drive Tourer Style 1.6 CRDi Auto	- 52	0995 881 1810 916	8 6-M	13 120	11.2 6	4.2 115	1582 12	26/4000 -	192/1900 192/1900	- 1467 15	00
Double Cab XLT 2.2 TDCi 4x4 Double Cab Limited 1 2.2 TDCi 4x4	- 4 25505 299 4 27805	9692	6-M 11	109 12.3	35.8 20	8 2198 1	48/3700	- 27		- 2	2048 3500 2048 3500 2048 3500	Tourer Style Nav 1.6 CRDi Blue Drive Tourer Style Nav 1.6 CRDi Auto	- 52	2115 928 2930 963	88 6-M	13 120	11.2 6	4.2 115	1582 12	26/4000 -	192/1900 192/1900	- 1467 15	00
Double Cab Limited 1 2.2 TDCi 4x4 Auto Double Cab Limited 1 3.2 TDCi 4x4	- 4 29005 - 4 29005	11022	6-A 12	109 12.6	30.1 24	8 2198 1	48/3700	- 27		- 2	2063 3500 2073 3500	Tourer Premium 1.6 CRDi Tourer Premium 1.6 CRDi Auto	- 52	3815 100 4630 103	02 6-M	13 120	11.2 6	2.8 117	1582 12	26/4000 -	192/1900		00
Double Cab Limited 2 2.2 TDCi 4x4 Double Cab Limited 2 2.2 TDCi 4x4 Auto	- 4 28405 - 4 29605	10794	6-M 12	109 12.3	35.8 20	8 2198 1	48/3700	- 27	7/1500 7/1500	- 2	2048 3500 2063 3500	i40 Hyundai takes fight to Ford with tempt										ing ****	
Double Cab Limited 2 3.2 TDCi 4x4 Double Cab Wildtrak 3.2 TDCi 4x4	- 4 29605 - 4 30445	11569	6-M 12	109 10.3	29.1 25	6 3196 1	97/3000	- 34			2073 3500 2073 3500	Active 1.7 CRDi Blue Drive Active 1.7 CRDi Blue Drive	- 41	9105 840 9905 836	60 6-M	16 125	10.3 6	2.8 119	1685 13	34/4000 -	192/1250 240/2000	- 1610 18	00
Double Cab Wildtrak 3.2 TDCi 4x4 Auto	- 4 31645	12025	6-A 12	109 10.4	28.2 26	5 3196 1	97/3000	- 34	7/1500	- 2	2083 3500	Style 1.7 CRDi Blue Drive Style 1.7 CRDi Blue Drive	- 42	1205 933 2005 924	2 6-M	16 125	10.3 6	2.8 119	1685 13	34/4000 -	192/1250 240/2000	- 1610 18	00
UK dealers: 54 Warranty: 6 ye	ars/125,00	Omile:	s Serv	icing:	10,000	miles						Style 1.7 CRDi Auto Premium 1.7 CRDi Blue Drive Premium 1.7 CRDi Auto	- 42	3770 998 4405 102 6170 109	50 6-M	17 125	10.3 6	2.8 119	1685 13	34/4000 -	240/2000 240/2000 240/2000	- 1610 18	00
Steed First product for the Chinese compan	y, and it's no	ot bad.	It is cer	tainly h	ard to ig	nore the	e value	for mo	ney pri	ces.	****	Tourer Active 1.7 CRDi Blue Drive Tourer Active 1.7 CRDi Blue Drive	290 5 2	0355 895 1155 888	6 6-M	12 118	12.9 6	5.7 113	1685 11	4/4000 -	192/1250 240/2000	- 1638 15	00
Double Cab S Double Cab Tracker	- 4 17942 - 4 19142	5743	6-M 8	87 17.0	32.8 22	2 1996 1	37/4000	- 22	5/1800	- 1	1835 2500 1835 2500	Tourer Style 1.7 CRDi Blue Drive Tourer Style 1.7 CRDi Blue Drive	- 52	2455 988 3255 976	0 6-M	13 118	12.9 6	5.7 113	1685 11	4/4000 -	192/1250 240/2000	- 1638 15	00
HONDA	- 4 20342	0103	D-IVI O	0/ 1/.0	32.0 22	2 1990 1	37/4000	- 22	5/1800		1835 2500	Tourer Style 1.7 CRDi Auto Tourer Premium 1.7 CRDi Blue Drive	- 52	5015 105 5655 107	75 6-M	17 124	10.6 6	2.8 119	1685 13	34/4000 -	240/2000 240/2000	- 1648 18	00
UK dealers: 174 Warranty: 3 y	ears/90,00	Omile:	s Serv	icing:	Variabl	e sche	dule		Ratir	na 4		Tourer Premium 1.7 CRDi Auto		7415 115							Rat	- 1659 15 ing ★★★	
Honda ekes max space from modest	dimensions. - 5 17150											Is it as good as it looks? Yes,this refre S 1.7 CRDi 2WD SE 1.7 CRDi 2WD	- 51	rossover 8500 111 0100 120	00 6-M	16 108	12.4 5	3.3 139	1685 11	4/4000 -	192/1250	- 1537 12	
1.3 Hybrid HE-T 1.3 Hybrid HS	- 5 18145 - 5 17650	7984 7766	CVT 16 '	109 12.1 109 12.1	62.8 10 62.8 10	4 1339 8 4 1339 8	87/5800 87/5800	14 89 14 89	/4500 /4500	58 58	1162 0 1162 0	SE 2.0 CRDi 4WD SE 2.0 CRDi 4WD Automatic	- 52	3000 124 4465 132	20 6-M	21 112	11.3 5	1.4 145	1995 13	34/4000 -	236/1800 236/1800	- 1679 20	00
1.3 Hýbrid HS-T 1.3 Hybrid HX	- 5 18645 303 5 19250	8470	CVT 16	109 12.3	62.8 10	4 1339 8	87/5800	14 89	/4500	58 '	1162 0	SE Nav 1.7 CRDi 2WD SE Nav 2.0 CRDi 4WD	- 52	1150 126 4050 129	90 6-M	17 108	12.4 5	3.3 139	1685 11	4/4000 -	192/1250 236/1800	- 1537 12	00
1.3 Hybrid HX-T Insight	- 5 20245							14 89	/4500 Ratii			SE Nav 2.0 CRDi 4WD Automatic	- 52	5515 137 2850 137	78 6-A	21 113	12.1 4	1.5 179	1995 13	84/4000 -	236/1800 192/1250	- 1712 16 - 1537 12	00
The price is right and so is the amour 1.3 Hybrid HE	- 5 20475	9419	CVT 15	113 12.5	68.9 96	1339 8	87/5800	14 89	/4500	58 1		Premium 2.0 CRDi 4WD Premium 2.0 CRDi 4WD Automatic	- 52		96 6-A	21 113	12.1 4	0.4 183	1995 13	34/4000 -	236/1800	- 1679 20 - 1712 16	00
1.3 Hybrid HE-T 1.3 Hybrid HS 1.3 Hybrid HS-T	- 5 21470 300 5 21295 - 5 22290	9796	CVT 15	113 12.5	65.7 99	1339 8	87/5800	14 89	/4500	58 1 58 1	1243 0	Premium Panorama 1.7 CRDi 2WD Premium Panorama 2.0 CRDi 4WD	- 52	6550 143	37 6-M	21 112	11.3 4	9.6 149	1995 13	4/4000 -	236/1800	- 1537 120 - 1679 200	100
1.3 Hybrid HX CR-Z	- 5 23595									58 1	1243 0	Premium Panorama 2.0 CRDi 4WD Automatic Santa Fe A significant advance compared to the										- 1/12 16 ing ★★★	
Sharp looks are backed by an engaging 1.5 i-VTEC IMA Sport	ng drive. Sha	ame the	e rear se 6-M 17	eats are 124 9.1	kid-size 56.5 11	only, a 6 1497 1	nd the p 19/6600	rices h	nave in	creas	sed.	Style 2.2 CRDi 4WD 5 seat Style 2.2 CRDi 4WD 7 seat	- 52	7800 139	00 6-M	19 118	9.8 4	6.3 159	2199 19	94/3800 -		- 1929 25 - 1963 25	
1.5 i-VTEC IMA Sport-T 1.5 i-VTEC IMA GT	- 3 22120 309 3 23675	9944	6-M 17	124 9.5	54.3 12	2 1497 1	19/6600	20 10	8/4800	58	1159 0	Style 2.2 CRDi 4WD 5 seat Auto	- 52	9510 147	55 6-A	19 118	10.1 4	1.5 178	2199 19	94/3800 -	322/1800	- 1968 20 - 2001 20	100
1.5 i-VTEC IMA GT-T	- 3 24670								Ratir		1159 0 ★★★	Premium 2.2 CRDi 4WD 5 seat Premium 2.2 CRDi 4WD 7 seat	- 5 3 307 5 3	0020 150 1220 156	10 6-M 10 6-M	19 118 19 118	9.8 4 9.8 4	6.3 159 6.3 159	2199 19 2199 19	94/3800 - 94/3800 -	311/1800 311/1800	- 1929 25 - 1963 25	00
Looks more complex than sci-fi da	- 5 20375	8965	6-M 15	129 10.5	78.5 94	1 1597 1	18/4000	- 22	1/2000			Premium 2.2 CRDi 4WD 5 seat Auto Premium 2.2 CRDi 4WD 7 seat Auto	- 53	2930 164	65 6-A	19 118	10.1 4	1.5 178	2199 19	94/3800 -	322/1800	- 1968 20 - 2001 20	100
1.6 i-DTEC S-T 1.6 i-DTEC SE Plus 1.6 i-DTEC SE Plus-T	- 5 20920 - 5 21960 324 5 22505	9662	6-M 15	129 10.5	78.5 94	1597 1	18/4000	- 22 - 22 - 22	1/2000	- 1	1307 1400 1307 1400 1307 1400									94/3800 - 94/3800 -		- 1963 25 - 2001 20	
1.6 i-DTEC SE Plus-1 1.6 i-DTEC Black Edition 1.6 i-DTEC SR	- 5 22460 - 5 24360	9882	6-M 16	129 10.5	78.5 94	1597 1	18/4000	- 22	1/2000	- 1	1307 1400 1307 1400 1307 1400	INFINITI UK dealers: 10 Warranty: 3 ye	are/60	000mile	ae .								
1.6 i-DTEC SK 1.6 i-DTEC EX Plus Tourer 1.6 i-DTEC S	- 5 26460 328 5 21375	11642	6-M 16	129 10.5	76.3 98	1597 1	18/4000	- 22	1/2000	- 1	1307 1400 1307 1400 1337 1400	Servicing: 12,000miles (15,500n	niles 2.	.2d) 9,0	00mile	es hyb	rid				D-1		
Tourer 1.6 i-DTEC S-T Tourer 1.6 i-DTEC SE Plus	- 5 21920 - 5 22960	9645	6-M 15	121 10.1	74.3 99	1597 1	18/4000	- 22	1/2000	- 1	1337 1400 1337 1400	Q50 First Infiniti to use Mercedes technolog SE 2.2d	y to ta	ke on an	d beat	the C-	Class a	at its ow	vn gam	e. 8/3200 -		ing **** - 1716 15	
Tourer 1.6 i-DTEC SE Plus-T Tourer 1.6 i-DTEC SR	- 5 23505 - 5 25560	10342	6-M 16	121 10.3	74.3 99	1597 1	18/4000	- 22	1/2000	- 1	1337 1400 1337 1400	SE 2.2d Auto SE Executive 2.2d	- 4 2	9500 123	90 7-A	39 143	8.5 5	8.9 124	2143 16	8/3200 -	295/1600	- 1744 15 - 1716 15	00
Tourer 1.6 i-DTEC EX Plus Accord	- 5 27460								1/2000	- 1		SE Executive 2.2d Auto Premium 2.2d	- 43	1420 131 0350 127	96 7-A	39 143	8.5 5	8.9 124	2143 16	8/3200 -	295/1600	- 1744 15 - 1723 15	00
Reliability is a given, as is quality and 2.2 i-DTEC ES	- 4 25400	10160	6-M 24	132 9.4	53.3 13	8 2199 1	48/4000	- 25	8/2000		1542 1700		323 4 3	1900 133 3470 140	98 7-A 57 6-M	40 143 40 144	8.5 5 8.7 6	8.9 124 4.2 114	2143 16 2143 16	58/3200 - 58/3200 -	295/1600 295/1600	- 1750 15 - 1723 15	00
2.2 i-DTEC ES Auto 2.2 i-DTEC ES GT	- 4 26950 - 4 26320	10528	6-M 24	132 9.5	53.3 13	8 2199 1	48/4000	- 25	8/2000	- 1	1615 1100 1542 1700	Premium Executive 2.2d Auto Premium Executive Hybrid Auto	- 44		62 7-A	tba 155	5.1 4	7.9 139	3498 30	2/6800 67	258/5000	- 1750 15 199 1825 15	00
2.2 i-DTEC ES GT Auto 2.2 i-DTEC EX	- 4 27870 - 4 28795	11518	6-M 25	132 9.5	52.3 14	1 2199 1	48/4000	- 25	8/2000	- 1	1615 1100 1542 1700 1615 1100	Sport 2.2d Sport 2.2d Auto	- 43	4270 143	93 7-A	40 143	8.5 5	7.7 128	2143 16	8/3200 -	295/1600	- 1736 15 - 1764 15	00
2.2 i-DTEC EX Auto 2.2 i-DTEC Type-S Tourer 2.2 i-DTEC ES	- 4 30330 - 4 31435 - 5 26895	11945	6-M 28	137 8.8	50.4 14	7 2199 1	77/4000	- 28	0/2000	- 1	1575 1700 1575 1700 1598 1700	S Hybrid Auto S Hybrid AWD Auto									258/5000	199 1825 15 199 1901 15	00
Tourer 2.2 i-DTEC ES Auto Tourer 2.2 i-DTEC ES GT	- 5 28430 - 5 27870	11372	5-A 24	126 10.4	44.8 16	4 2199 1	48/4000	- 25	8/2000	- 1	1673 1100 1598 1700	Q70 Jaguar and BMW rival looks great in tl GT 3.0d Auto	e direc	tor's car	park,	but CC	02 is to	o high t	though,	and it's a	bit pricey	ing ★★★∮○ /. - 1845 20	
Tourer 2.2 i-DTEC ES GT Auto Tourer 2.2 i-DTEC EX	- 5 29405 - 5 30330	11762	5-A 24	126 10.5	44.8 16	4 2199 1	48/4000	- 25 - 25	8/2000 8/2000	- 1	1673 1100 1598 1700	GT Hybrid Auto	- 44	2030 151	31 7-A	45 155	5.5 4	0.9 159	3498 30	2/6800 67	258/5000	199 1830 15 - 1845 20	00
Tourer 2.2 i-DTEC EX Auto Tourer 2.2 i-DTEC Type-S	- 5 31975 - 5 32925	12790	5-A 25	126 10.7	44.1 16	7 2199 1	48/4000	- 25	8/2000 0/2000	- 1	1673 1100 1629 1700	GT Premium Hybrid Auto S 3.0d Auto	288 4 4 - 4 4	6000 165 2870 154	60 7-A 33 7-A	45 155 46 155	5.5 4 6.9 3	0.9 159 7.7 199	3498 30 2993 23	02/6800 67 85/3750 -	258/5000 406/1750	199 1830 15 - 1845 20	00
CR-V British-made SUV, that's bigger and b	etter than be	efore. It	t's greer	ner too,	as well	as being	g better	to driv	Ratir e.	ng 🛨	***	S Premium 3.0d Auto QX50	- 44	6835 168	61 7-A	46 155	6.9 3	7.7 199	2993 23	35/3750 -	406/1750	- 1845 20 ing ★★★	00
1.6 i-DTEC S 2WD 1.6 i-DTEC S-T 2WD	- 5 23060 - 5 23825	11530 11913	6-M 24 6-M 25	113 11.2 113 11.2	62.8 11 62.8 11	9 1597 1 9 1597 1	18/4000 18/4000	- 22	1/2000 1/2000	- 1	1541 1700	Think Qashqai crossed with a Bentley. 3.0d Auto	- 53	4488 124	16 7-A	43 137	7.9 3	3.2 224	2993 23	35/3750 -	406/1750	- 1985 20	100
1.6 i-DTEC SE 2WD 1.6 i-DTEC SE-T 2WD	- 5 25060 - 5 25825		6-M 24	113 11.2	62.8 11	9 1597 1	18/4000	- 22	1/2000	- 1	1541 1700	GT 3.0d Auto GT Premium 3.0d Auto	278 5 4	2571 153	26 7-A	44 137	7.9 3	3.2 224	2993 23	35/3750 -	406/1750		100
	ISSUE TESTED DOORS LIST PRICE £	VALUE	GEARBOX Ins. Group	OP SPEED 0-62MPH	ED MPG RANGE)	ENGINE CC	POWER IP/RPM	ER BHP	FT/RPM	FT/RPM	WEIGHT (KG) TOWING WEIGHT (KG)		ISSUE TESTED DOORS	LIST PRICE £	GEARBOX	INS. GROUP Top speed	0-62MPH	RANGE) 2 G/KM	ENGINE CC	POWER HP/RPM MOTOR	TORQUE FT/RPM	CTIRC MOTOR JE LB FT/RPM WEIGHT (KG) TOWING	HT (KG)
	ISSUE LIST F	TRADE-IN VALUE	GI INS.		COMBINED MPG (RANGE)	ENC	ENGINE POWER BHP/RPM	POWER BHP	LB FT/RPM	TORQUE LB FT/RPM	KERB WEIG		ISSUE	LIST PRICE E	39	INS.	COMBINE	(RANGE) COZ G/KM	EN	ENGINE POWER BHP/RPM ELECTRIC MOTOR	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG) TOWING	WEIG

	ISSUE TESTED DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX INS. GROUP	TOP SPEED	COMBINED MPG	(RANGE) CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)		ISSUE TESTED	DOORS LIST PRICE £	TRADE-IN VALUE	GEARBOX	TOP SPEED	0-62MPH	(RANGE) CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	TORQUE LB FT/RPM	KERB WEIGHT (KG)
QX70 price cut, a name change and more	e frunal e			what	is a r			but c	laeev r		Ra	ating 7		**	1 Air 1.1 CRDi VR7 1.1 CRDi		5 12795 5 13495	6398	6-M 3	3 99 · 3 99 ·	15.5 7	8.5 94	1120 1120	74/4000	- 1	25/1500 25/1500	一 臣 5 - 11 - 11	19 ⁻
GT 3.0d Auto GT Premium 3.0d Auto	- 5 42 - 5 46	2370 15 820 16	5253 7 6855 7	7-A 49 7-A 49	132 8 132 8	3.3 32 3.3 32	.8 225 .8 225	2993 2 2993 2	235/375 235/375	50 - 50 -	406/175 406/175		2175 2175		2 1.1 CRDi 2 1.4 CRDi	-	5 13895 5 14495	6668	6-M 7	106	13.7 7	0.6 105	1396	89/4000	- 1	25/1500 62/1750	- 11 - 12	23
3.0d Auto 3 Premium 3.0d Auto	- 5 44	1470 16	6009 7	7-A 49	132 8	3.3 32	.8 225	2993 2	235/375	50 -	406/175 406/175		2175 2175		3 1.4 CRDi 4 1.4 CRDi		5 15395 5 16695					0.6 105 0.6 105				62/1750 62/1750	- 12	23
SUZU		T 000)il-				0.000	on it a s							Venga Roomy and versatile, with a well laid												ing **	
K dealers: 106 Warranty: 5 D-Max											R	ating	***	**	1 1.4 CRDi 1 Air 1.4 CRDi	-	5 13895	6114	6-M 1	1 104	14.0 6	2.8 119	1396	89/4000	- 1	62/1750 62/1750	- 13	34
Isuzu plays catch up with a solid x4 Double Cab	- 4 22	2144 8	415 6	6-M 9	112 t	ba 38	.2 194	2499 1	161/360	0 -	295/140	00 -	1970	0000	2 1.4 CRDi 3 1.6 CRDi 3 Sat Nav 1.6 CRDi	-		7557	6-M 1	4 113	11.1 6	4.2 117	1582 1	14/4000	- 1	62/1750 92/1900 92/1900		35
x4 Double Cab Eiger x4 Double Cab Yukon	- 4 23 - 4 24	1244 9	213 6	6-M 10	112 t	ba 38	.2 194	2499 1	161/360	0 -	295/140	00 -		3500	Soul Significant uplift in quality and more											Rati	ing **	
x4 Double Cab Yukon Automatic x4 Double Cab Utah x4 Double Cab Utah Automatic	- 4 25 - 4 26 306 4 27	6044 9	897 6	-M 10	112 t	ba 38	.2 194	2499 1	161/360	0 -	295/140 295/140 295/140	00 -	1983 1987 1992	3500	Connect 1.6 CRDi Connect 1.6 CRDi Auto		5 16400 5 17900	7872	6-M 9	112	10.8 5	6.5 132	1582 1	26/4000	- 1	92/1900	- 13 - 14	38 40
x4 Double Cab Blade x4 Double Cab Blade x4 Double Cab Blade Automatic	- 4 29	938 11	1376 6	6-M 13	112 t	ba 38	.7 192	2499 1	161/360	0 -	295/140 295/140	00 -	1987 1992	3500	Connect Plus 1.6 CRDi Connect Plus 1.6 CRDi Auto	326		8400	6-M 1	0 112	10.8 5	6.5 132	1582 1		- 1	92/1900	- 13	38
AGUAR	- 43	130 11	1032	PA 13	IIZ (ua ss	.0 220	2433	101/300	10 -	253/140	JU -	1332	3300	Mixx 1.6 CRDi Mixx 1.6 CRDi Auto	-	5 19750	9480	6-M 1	0 112	10.8 5	6.5 132	1582 1	26/4000	- 1		- 13	38
IK dealers: 89 Warranty: 3 yo (=	ears/Unli	imited	l mile	age !	Serv	icing	: 16,0)00m	iles					00011	Maxx 1.6 CRDi Cee'd											92/1900		38
aguar's answer to the BMW 3 Series E 2.0 Diesel	s. Brand r	new en	gines	and a	alumir	nium p	olatfor	n mea	n top-	class		ating of the second sec			One of the best mid-sized cars about, 1 1.4 CRDi												•	
E 2.0 Diesel Auto restige 2.0 Diesel	- 4 31 - 4 30	525 t	tba 8	3-A tba	132 8	3.2 72	.4 104	1999 1	161/400	0 -	280/175	50 -	1500 1474	tba	1 1.6 CRDi VR7 1.4 CRDi	-	5 16495	7258	6-M 1	2 122	11.5 7	6.3 97	1582 1	26/4000	- 1	92/1900 62/1500	- 13	37
restige 2.0 Diesel Auto -Sport 2.0 Diesel	- 4 32 - 4 32	2525 t	tba 8	3-A tba	132 8	3.2 72	.4 104	1999 1	161/400	0 -	280/175 280/175	50 -	1500 1474	tba	2 1.6 CRDi 2 1.6 CRDi Auto	308	5 18495 5 19605	8138	6-M 1	3 122	11.5 7	4.3 100	1582 1	26/4000	- 1	92/1900 92/1900		37
-Sport 2.0 Diesel Auto ortfolio 2.0 Diesel	- 4 34 - 4 32	1075 t	tba 8	3-A tba	132 8	3.2 72	.4 104	1999 1	161/400 161/400	0 -	280/175 280/175	50 -	1500 1474	tba	3 1.6 CRDi 4 1.6 CRDi	-	5 20295 5 21895	8930	6-M 1	3 122	11.5 7	4.3 100	1582 1	26/4000	- 1	92/1900 92/1900	- 13	37
ortfolio 2.0 Diesel Auto E 2.0 Diesel	- 4 34 - 4 30		tba 6	-M tba	140 7	.8 67	.3 109	1999 1	161/400 177/400	0 -	280/175 317/175		1500 1550		4 Tech 1.6 CRDi Sportswagon 1 1.4 CRDi		5 23795 5 17095	10470	6-M 1	5 122	10.5 6		1582 1	26/4000	- 1	92/1900 62/1500	- 13 - 14	
E 2.0 Diesel Auto restige 2.0 Diesel	- 4 32 - 4 31		tba 8 tba 6	3-A tba 5-M tba	140 7	7.8 67 7.8 67	.3 109 .3 109	1999 1 1999 1	177/400 177/400	00 -	317/175 317/175		1565 1550		Sportswagon 1 1.6 CRDi Sportswagon 2 1.6 CRDi		5 17895 5 19495	7516	6-M 1	2 120	10.8 6	4.2 116	1582 1	26/4000 26/4000	- 1	92/1900 92/1900	- 14	
restige 2.0 Diesel Auto Sport 2.0 Diesel	- 4 33 - 4 33	3025 t	tba 6	6-M tba	140 7	.8 67	.3 109	1999 1	177/400	0 -	317/175 317/175	50 -	1565 1550	tba	Sportswagon 2 1.6 CRDi Auto Sportswagon 3 1.6 CRDi		5 20605 5 21295							26/4000 26/4000	- 1	92/1900 92/1900	- 14 - 14	
-Sport 2.0 Diesel Auto ortfolio 2.0 Diesel	- 4 34 - 4 33	8675 t	tba 6	6-M tba	140 7	7.8 67	.3 109	1999 1	177/400	0 -	317/175 317/175	50 -	1565 1550	tba	Sportswagon 3 1.6 CRDi Auto Sportswagon 4 1.6 CRDi		5 22405 5 23095								- 1	92/1900 92/1900	- 14 - 14	42
ortfolio 2.0 Diesel Auto	- 4 35										317/175 Ra	io - ating			Sportswagon 4 Tech 1.6 CRDi		5 24995									92/1900 Rat	ing ★ 🖈	*
aguar gives up pipe smoking: XF is 2 Diesel SE 2 Diesel SE Business	- 4 29	945 14	4374 8	3-A 33	130 1	0.5 57	.7 129	2179 1	161/350	0 -	295/200		1735 1735		Shapely new cee'd three-door take	-	3 18795	8270	6-M 1	3 122	11.5 7	4.3 100	1582 1	26/4000	- 1	e for en 92/1900	thusias 13	st 37
2 Diesel SE Business 2 Diesel Luxury 2 Diesel Luxury	- 4 31 300 4 32 - 4 33	2945 15	5814 8	3-A 33	130 1	0.5 57	.7 129	2179 1	161/350	0 -	295/200 295/200 332/200	00 -	1735 1735 1735	1850	SE 1.6 CRDi SE Tech 1.6 CRDi											92/1900 92/1900	- 13 - 13	
0 V6 Diesel Luxury 2 Diesel R-Sport	- 4 35 - 4 35	865 17	7933 8	3-A 41	149 7	7.1 47	.1 159	2993 2	237/400	0 -	369/200 295/200	00 -	1770 1735	1850	Optima Looks great, performs alright and is a	com	nfortable	e place	to ha	ng ou	t. It's	well pri	ced to	lure Mo	ondeo	man, to	ng COM OO.	
2 Diesel R-Sport 0 V6 Diesel R-Sport	- 4 35		6305 8	3-A 42	140 8	3.5 54	.3 139	2179 1	197/350	0 -	332/200	00 -	1735 1770	1850	1 1.7 CRDi 2 1.7 CRDi	-	4 22895	9616	6-M 1	7 125	10.2 5	7.6 128	1685 1	34/4000	- 2	40/2000 40/2000	- 15	5
2 Diesel Premium Luxury 2 Diesel Premium Luxury	321 4 35	795 17	7182 8	3-A 41	130 1	0.5 57	.7 129	2179 1	161/350	0 -	295/200 332/200	00 -	1735 1735	1850	2 1.7 CRDi Auto 3 1.7 CRDi	-		10834	6-M 2	0 125	10.2 5	7.6 128	1685 1	34/4000	- 2	40/2000	- 15 - 15	5
0 V6 Diesel Premium Luxury 0 V6 Diesel S Premium Luxury	- 4 40	115 20	0058 8	3-A 42	149 7	7.1 47	.1 159	2993 2	237/400	0 -	369/200 443/200	00 -	1770 1770	1850	3 1.7 CRDi Auto Carens												ing ★	
2 Diesel Portfolio 2 Diesel Portfolio	- 4 40 - 4 42	395 19	9390 8	3-A 41	130 1	0.5 57	.7 129	2179 1	161/350	0 -	295/200 332/200	00 -	1735 1735	1850	Like night and day compared to previ	-	5 19390	6980	6-M 1	2 112	12.6 6	0.1 124	1685 1	14/4000	- 1	92/1250	- 15	
0 V6 Diesel Portfolio 0 V6 Diesel S Portfolio	325 4 45 293 4 49	5115 22	2558 8	3-A 42	149 7	7.1 47	.1 159	2993 2	237/400	0 -	369/200 443/200		1770 1770		2 1.7 CRDi 2 1.7 CRDi Auto	-	5 22200	7548	6-A 1	6 116	11.6 4	6.3 159	1685 1	34/4000	- 2	92/1250	- 16	60
portbrake 2.2 Diesel SE portbrake 2.2 Diesel SE Business	- 5 33	1945 15 1995 16	6318 8	3-A 33	124 1	0.9 57	.7 129	2179 1	161/350	0 -	295/200 295/200	00 -	1824 1824	1850	3 1.7 CRDi 3 Sat Nav 1.7 CRDi											43/2000	- 15	59
portbrake 2.2 Diesel Luxury portbrake 2.2 Diesel Luxury	- 5 35 - 5 36	6445 16	6765 8	3-A 38	134 8	3.8 54	.3 139	2179 1	197/350	0 -	295/200 332/200	00 -	1824 1824	1850	Sportage The thinking driver's Evoque? Sporta												ing **	
portbrake 3.0 V6 Diesel Luxury portbrake 2.2 Diesel R-Sport	- 5 36	3365 19 3495 17	7518 8	3-A 40	124 1	0.9 57	.7 129	2179 1	161/350	0 -	369/200 295/200	00 -	1880 1824	1850	1 1.7 CRDi 2WD KX-1 2.0 CRDi AWD 2 1.7 CRDi 2WD		5 21500	14620	6-M 1	6 112	10.9 4	9.6 149	1995 1	34/4000	- 2	92/1250 36/1800 92/1250	- 16	60
portbrake 2.2 Diesel R-Sport portbrake 3.0 V6 Diesel R-Sport	- 5 37 - 5 39	865 19	9933 8	3-A 45	149 7	7.1 46	.3 163	2993 2	237/400	0 -	332/200 369/200 295/200	00 -	1824 1880	1850	KX-2 2.0 CRDi AWD KX-2 2.0 CRDi AWD Auto	-		16048	6-M 1	7 112	10.9 4	9.6 149	1995 1	34/4000	- 2	36/1800 36/1800		60
portbrake 2.2 Diesel Premium Luxury portbrake 2.2 Diesel Premium Luxury portbrake 3.0 V6 Diesel Premium Luxur	- 5 38 - 5 39	9695 18	8260 8	3-A 39	134 8	3.8 54	.3 139	2179 1	197/350	0 -	332/200	00 -	1824 1824 1880	1850	Black Edition 1.7 CRDi 2WD White Edition 1.7 CRDi 2WD	-	5 22900	13282	6-M 1	3 107	11.9 5	4.3 135	1685 1	14/4000	- 1	92/1250 92/1250		49
portbrake 3.0 V6 Diesel S Premium Luxui portbrake 2.2 Diesel Portfolio		9115 23	3575 8	3-A 44	155 6	6.6 46	.3 163	2993 2	271/400	0 -	443/200 295/200	00 -		1850	3 1.7 CRDi 2WD KX-3 2.0 CRDi AWD	-	5 23100	13398	6-M 1	3 107	11.9 5	2.3 143	1685 1	14/4000	- 1	92/1250 36/1800	- 14	49
portbrake 2.2 Diesel Portfolio portbrake 3.0 V6 Diesel Portfolio	307 5 44 318 5 47	1695 20	0560 8	3-A 40	134 8	3.8 54	.3 139	2179 1	197/350	0 -	332/200 369/200	00 -	1824 1880	1850	KX-3 2.0 CRDi AWD Auto 3 Sat Nav 1.7 CRDi 2WD		5 26805 5 23900	18227	6-A 1	7 113	11.7 4	0.4 183	1995 1	34/4000	- 2	36/1800	- 16	67
portbrake 3.0 V6 Diesel S Portfolio	- 5 51	1995 24	4958 8	3-A 44	155 6	6.6 46	.3 163	2993 2	271/400	0 -	443/200		1880	1850	KX-3 Sat Nav 2.0 CRDi AWD KX-3 Sat Nav 2.0 CRDi AWD Auto	-	5 26300	17884	6-M 1	7 112	10.9 4	7.1 156	1995 1	34/4000	- 2		- 16 - 16	
raffic-stopping looks a real gamble of 0 V6 Diesel Luxury	- 4 56	870 26	6160 8	3-A 48	155 6	6.4 46	.3 159	2993 2	271/400	0 -	super I 443/200	uxurio 00 -	ous. 1772	0	4 1.7 CRDi 2WD KX-4 2.0 CRDi AWD	-	5 25000	14500	6-M 1	4 107	11.9 5	2.3 143	1685 1	14/4000	- 1	92/1250 82/1800		
0 V6 Diesel Premium Luxury 0 V6 Diesel Portfolio	- 4 60 - 4 67	7870 31	1220 8	3-A 49	155 6	6.4 46	.3 159	2993 2	271/400	0 -	443/200 443/200	00 -	1772 1772	0	KX-4 2.0 CRDi AWD Auto Sorento											89/1800 Rat	- 16	
3.0 V6 Diesel Luxury 3.0 V6 Diesel Premium Luxury		3780 29	9339 8	3-A 49	155 6	6.4 44	.8 167	2993 2	271/400	0 -	443/200	00 -	1850 1850	0	Large SUV that's spacious and co KX-1 2.2 CRDi AWD	-	5 26995	14037	6-M 2	1 118	9.4 4	7.9 155	2199 1	94/3800	- 3	11/1800		
3.0 V6 Diesel Portfolio	- 470	1980 32	2001 8	5-A 49	100 6	0.4 44	.8 16/	2993 2	271/400	10 -	443/200	10 -	1850	0	KX-2 2.2 CRDi AWD KX-2 2.2 CRDi AWD Auto	-	5 30900	16068	6-A 2	1 118	9.5 4	2.2 175	2199 1	94/3800	- 3	11/1800 22/1800	- 19	91
K dealers: 72 Warranty: 3 y ervicing: 15,000miles (Cherok	ears/60,	000mi	iles	10 5	500m	iles)									KX-2 Sat Nav 2.2 CRDi AWD KX-2 Sat Nav 2.2 CRDi AWD Auto	-	5 32000	16640	6-A 2	2 118	9.5 4	2.2 175	2199 1	94/3800	- 3	11/1800 22/1800	- 19	91
ompass onic name, as it's slightly unsure w							horo a	ro cla	ecior r	rivale	Ra	ating >	***	**	KX-3 2.2 CRDi AWD Auto KX-4 2.2 CRDi AWD Auto											22/1800 22/1800		
2 CRD Limited 4x4 :herokee	- 5 25	740 8	237 6	6-M 28	125 9).8 42	.8 172	2143 1	161/360	0 -	236/140	00 - Rating			LAND ROVER UK dealers: 117 Warranty: 3)	loard	e/Unlim	ited n	neelin	o So	rvici	nav 16	OOOr	nilae ([Defen	der 19	ΛΛΛm	ı
older styling and more competent to 0 Longitude	han its pr	edeces	ssors	. 2.0-l	itre er 116 1	gines	are m	ore fr 1956 1	ugal, t	00. 50 -		•			Defender												ing ★★	
0 Longitude 4x4 0 Longitude 4x4 Auto	- 5 27 - 5 29	495 10	0998 6	-M 26	117 1	2.0 50	.4 147	1956 1	138/375	50 -	258/150 258/175	0 -	1846 1878	1600	Ready for a museum podium as make 90 Station Wagon		3 25265	tba	6-M 2	5 90	15.8 2	7.7 269	2198 1	21/3500	- 2	66/2000		
0 Longitude Plus 0 Longitude Plus 4x4	- 5 27 - 5 29	695 11 695 11	1078 6 1878 6	6-M 26 6-M 27	116 1 117 1	0.9 53 2.0 50	.3 139 .4 147	1956 1 1956 1	138/375 138/375	50 - 50 -	258/150 258/150	00 -	1753 1846	1800 1600	90 County Station Wagon 90 XS Station Wagon	297	3 30505	tba	6-M 2	6 90	15.8 2	7.7 269	2198 1	21/3500	- 2	66/2000 66/2000	- 18	88
0 Longitude Plus 4x4 Auto 0 Limited	- 5 32 - 5 31	195 12 1195 12	2878 9 2478 6	9-A 28 6-M 27	119 1 116 1	0.3 48 0.9 53	.7 154 .3 139	1956 1 1956 1	168/400 138/375	00 - 50 -	258/175 258/150	50 - 00 -	1878 1753	2475 1800	110 Station Wagon 110 County Station Wagon 110 XS Station Wagon	-	5 27620 5 29550 5 33405	tba	6-M 2	8 90	15.8 2	5.5 295	2198 1	21/3500 21/3500 21/3500	- 2	66/2000 66/2000 66/2000	- 20	06
0 Limited 4x4 0 Limited 4x4 Auto	329 5 33 - 5 35	3195 13 5695 14	3278 6 4278 9	6-M 28 9-A 29	117 1 119 1	2.0 50 0.3 48	.4 147 .7 154	1956 1 1956 1	138/375 168/400	50 - 10 -		50 -	1878	2475	Freelander 2 Screwed together more convincingly,											Rati	ing **	
irand Cherokee s classy as a Harvard-educated cov	vboy. It's	refined	d eno	ugh, a	nd als	so rea	dy to t	ake to	the ro	ough :	stuff.	ating 7			2.2 TD4 SE 2.2 TD4 SE Tech	-	5 27765	14438	6-M 2	6 112	10.9 4	5.6 165	2179 1	48/4000	- 3	10/1750 10/1750		
0 CRD V6 Laredo Auto 0 CRD V6 Limited Auto	- 5 37 - 5 40	295 16	6118 8	3-A 40	126 8	3.2 37	.7 198	2987 2	247/400	0 -	420/180	00 -	2328	3500	2.2 SD4 SE Auto 2.2 SD4 SE Tech Auto	-	5 30270	15740	6-A 2	7 118	8.7 4	0.4 185	2179 1	88/3500	- 3	10/1750 10/1750 10/1750	- 18	80
0 CRD V6 Limited+ Auto 0 CRD V6 Overland Auto 0 CRD V6 Summit Auto	- 5 43 - 5 46 - 5 50	995 18	8798	3-A 41	126 8	3.2 37	.7 198	2987 2	247/400	0 -	420/180	00 -	2328 2328 2328	3500	2.2 SD4 Metropolis Auto Discovery Sport											10/1750		80
Vrangler n-road manners are improved, but t											R	ating 1	***		The new name for the Freelander. Pus 2.2 SD4 SE										- 3	10/1750	•	
8 CRD Sahara Auto 8 CRD Overland Auto	- 2 29 - 2 31	9010 9	283 5	5-A 24	107 1	0.6 34	.9 213	2776 1	197/360	00 -		00 -			2.2 SD4 SE Auto 2.2 SD4 SE Tech	-		tba	9-Att	a 117	8.9 4	6.3 161	2179 1	88/3500	- 3	10/1750	- ti	b
8 CRD Overland Auto 8 CRD Polar Auto 8 CRD Sahara Auto	- 2 32 303 4 30	2330 10	0346 5	5-A 31	107 1	0.6 34	.9 213	2776 1	197/360	0 -	339/160	00 -	2075 2075 2253	1000	2.2 SD4 SE Tech Auto 2.2 SD4 HSE	-	5 35695 5 37595	tba	9-A tb	a 117	8.9 4	6.3 161	2179 1	88/3500	- 3	10/1750	- ti	b
8 CRD Overland Auto 8 CRD Polar Auto	- 4 32	2830 10	0506 5	5-A 25	107 1	0.7 34	.0 217	2776 1	197/360	0 -	339/160	00 -	2253 2253 2253	1000	2.2 SD4 HSE Auto 2.2 SD4 HSE Luxury Auto	-	5 39395	tba	9-Atb	a 117	8.9 4	6.3 161	2179 1	88/3500	- 3	10/1750	- ti	tb
(IA															Discovery One of, if not, the classiest and capat	le wa	ays of c	arrying	g seve	n peo	ple in	comfo	t both	on and	d off-ro	Rati oad.	ing ★ 🖈	*
K dealers: 175 Warranty: 7 Rio	years/10	0,000	Omile	s Se	rvici	ng: 2	0,000	miles	(Opti	ima 1		miles) ating		**	3.0 SDV6 SE 3.0 SDV6 SE Tech	-	5 41595 5 47495	25789 29447	8-A 4 8-A 4	1 112 3 112	9.3 3 9.3 3	5.3 213 5.3 213	2993 2 2993 2	252/4000 252/4000	- 4	43/2000 43/2000	- 25	5
Fantastic value for money, with a 1.4 CRDi	- 3 14	795 6	510 6	6-M 8	106 1	3.7 70	.6 105	1396	89/4000	0 -	s. 162/175	50 -	1238	1100	3.0 SDV6 HSE 3.0 SDV6 HSE Luxury	329	5 54495 5 59965	33787 37178	8-A 4 8-A 4	1 112 2 112	9.3 3 9.3 3	5.3 213 5.3 213	2993 2 2993 2	252/4000 252/4000	- 4		- 25	57
1.1 CRDi	300 5 11										125/150		1155		3.0 SDV6 XXV											43/2000 ≝ ≥	- 25	
	ISSUE TESTED DOORS	. PRICE £	TRADE-IN VALUE	GEARBOX 4S. GROUP	TOP SPEED	O-6ZMPH INED MPG	(RANGE) CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)		ISSUE TESTED	DOORS LIST PRICE £	TRADE-IN VALUE	GEARBOX	TOP SPEED	0-62MPH	(RANGE) COZ G/KM	ENGINE CO	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	TORQUE LB FT/RPM	SHT AND
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	ISSUE TESTED	LIST PRICE £	TRADE-IN VALUE	GEARBOX INS. GROUP	TOP SPEED	0-62MPH COMBINED MPG	(RANGE) CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	POWER BHP	LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG) TOWING	WEIGHT (KG)		ISSUE TESTED	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP Top speed	0-62MPH	COMBINED MPG (RANGE)	CO2 G/KM ENGINE CC	ENGINE POWER	BHP/RPM ECTRIC MOTOR	POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR Torque lb FT/RPM	KERB WEIGHT (KG) TOWING WEIGHT (KG)
Range Rover Evoque			F			9			ū	· ·			₩	*	Tourer 2.2 SE-L Diesel Auto			5 1045	6 6-A		10.0	57.6 1	29 219	1 148/	4500	- 28	0/1800	- 1	1588 1600
Most desirable and classiest com eD4 Pure		5 29205	16939	6-M 28	8 112 1	1.2 56	.5 133 2	179 1	48/4000	- 28	qualit)/1750	ty	1595 15	500	Tourer 2.2 Sport Nav Diesel Tourer 2.2 Sport Nav Diesel	- 5	5 2669 5 2709	5 1121 5 1138	2 6-M 0 6-M	21 13 23 13	9.2	64.2 1 61.4 1	116 219 121 219	1 148/ 1 173/	4500 4500	- 31	0/1800 0/2000	- 1	1578 1600 1587 1600
eD4 Pure Tech SD4 Pure	- :	5 31205 5 31505	18099 18273	6-M 29	9 112 1 2 121	1.2 56 8.5 49	.5 133 2 .6 149 2	179 1 179 1	48/4000 88/3500	- 280 - 310)/1750)/1750		1595 15 1685 18	500 300	Tourer 2.2 Sport Nav Diesel Auto CX-5 Marda plays catch-up in the compact								129 219						1597 1600 ★★★
SD4 Pure Auto SD4 Pure Tech SD4 Pure Tech Auto	- :		19433	6-M 33	3 121	8.5 49	.6 149 2	179 1		- 310 - 310 - 310)/1750	-	1685 18 1685 18 1685 18	300	Mazda plays catch-up in the compact 2.2 2WD SE-L Diesel 2.2 2WD SE-L Auto Diesel	- 5	2369	5 1184	8 6-M	18 12	9.2	61.4		11 148/	4500	- 28	0/1800 0/1800	- 1	1587 2000 1597 2000
SD4 Pure Tech Auto SD4 Dynamic SD4 Dynamic Auto	291	5 35305 5 39305 5 41105	22797	6-M 34	4 121	8.5 49	.6 149 2	179 1	88/3500	- 310 - 310)/1750	-	1685 18 1685 18	300	2.2 AWD SE-L Diesel 2.2 AWD SE-L Auto Diesel	- 5	5 2539 5 2659	5 1269 5 1329	8 6-M 8 6-A	17 12 17 12	9.4	54.3 1 51.4 1	36 219 44 219	1 148/ 1 148/	4500 4500	- 28 - 28	0/1800 0/1800	- 1	1671 2000 1686 2000
SD4 Dynamic Lux SD4 Dynamic Lux Auto	- :	5 44005 5 45805	25523 26567	6-M 35 9-A 35	5 121 5 121	8.5 49 8.5 47	.6 149 2 .1 159 2	179 1 179 1	88/3500 88/3500	- 310 - 310)/1750)/1750		1685 18 1685 18	300 300	2.2 2WD SE-L Lux Diesel 2.2 2WD Sport Nav Diesel	303 5	5 2529 5 2669	5 1264 5 1334	8 6-M 8 6-M	20 120 19 120	9.2	61.4 1 61.4 1	119 219 119 219	1 148/ 1 148/	4500 4500	- 28 - 28	0/1800 0/1800	- 1	1587 2000 1587 2000
SD4 Autobiography Auto Coupé eD4 Pure Tech	- :	5 49805 5 31205	28887 18723	9-A 41 6-M 29	1 121 9 112 1	8.5 47 11.2 57	.1 159 2 .6 129 2	179 1 179 1	88/3500 48/4000	- 310 - 280)/1750)/1750		1685 18 1595 1	500	2.2 AWD Sport Nav Diesel 2.2 AWD Sport Nav Auto Diesel	- 5							36 219 44 219				0/2000 0/2000		1671 2000 1686 2000
Coupé SD4 Pure Tech Coupé SD4 Pure Tech Auto	- :	5 33505 5 35305 5 30305	20477	9-A 33	3 121	8.5 48	.7 153 2	179 1	88/3500	- 310)/1750	-	1685 18 1685 18	300	MERCEDES-BEN UK dealers: 125 Warranty: 3		/Unlin	nited	milea	ae S	ervic	ing:	Varial	ole sc	hedu	le			
Coupé SD4 Dynamic Coupé SD4 Dynamic Auto Coupé SD4 Dynamic Lux	- 5	5 39305 5 41105 5 44005	23841	9-A 34	4 121	8.5 48	.7 153 2	179 1	88/3500	- 310 - 310 - 310)/1750	- 1	1685 18 1685 18 1685 18	300	A-Class Quirky looks have been abandoned in												Rati	ing 🛨	***
Coupé SD4 Dynamic Lux Auto Coupé SD4 Autobiography Auto	- :	5 45805	26567	9-A 35	5 121	8.5 48	.7 153 2	179 1	88/3500 88/3500	- 310)/1750	- 1	1685 18	300	A 180 CDI ECO SE A 180 CDI SE Auto	323 5	2196	922	5 6-M	16 118	11.3	78.5	92 146 103 146	1 107/	4000	- 19	2/1750	- 1	1385 (1425 1200
Range Rover Sport Earns its Sport name much more this	s time	around	. Base	d on tl	he full-	fat R	nge Ro	ver, b	ut with a	sport	Rat	ting >	***		A 180 CDI Sport A 180 CDI Sport Auto	- 5	5 2278 5 2423	9570 5 1017	0 6-M 9 7-A	16 118 16 118	3 11.3 3 11.6	70.6 1 68.9 1	02 146 08 146	1 107/ 1 107/	4000 4000	- 19 - 19	2/1750 2/1750	- 1	1395 1200 1425 1200
3.0 SDV6 HSE 3.0 SDV6 HSE Dynamic	317	5 61250 5 66250	31850 34450	8-A 43	3 130 3 138	7.2 37 7.2 37	.7 199 2 .7 199 2	993 2 993 2	88/4000 88/4000	- 44: - 44:	3/2000 3/2000		2115 3 2115 3	500	A 180 CDI AMG Sport A 180 CDI AMG Sport Auto	- 5	2548	5 1070	4 7-A	16 118	11.6	65.7	105 146 111 146	1 107/	4000	- 19	2/1750 2/1750	- 1	1395 1200 1425 1200
3.0 SDV6 Autobiography Dynamic 3.0 SDV6 Hybrid Autobiography Dynami	c -		42978	8-A 47	7 140	6.9 44	.1 169 2	993 2	88/4000		3/2000	125		000	A 200 CDI Sport A 200 CDI Sport Auto	- 5	5 25310	1063	0 7-A	21 13	9.2	68.9 1	114 214 106 214	3 134/	3400	- 22	1/1400 1/1400 1/1400	- 1	1465 1500 1485 1500
4.4 SDV8 Autobiography Dynamic Range Rover The ultimate expression in eff and or		5 82650								- 54			2398 3		A 200 CDI AMG Sport A 200 CDI AMG Sport Auto A 220 CDI AMG Sport Auto	- 5	2656	1115	5 7-A	22 13	9.2	68.9 1	116 214 108 214 109 214	3 134/	3400	- 22	1/1400 1/1400 8/1400	- 1	1465 1500 1485 1500
The ultimate expression in off and or 3.0 TDV6 Vogue 3.0 TDV6 Vogue SE	- :	5 73950 5 80650	38454	8-A 48	B 130	7.9 37	.7 196 2	993 2	55/4000	- 443 - 443			2160 35 2160 35		A 220 GDI AMG GPOIT AGG	307 3	2110	7 1100	3 I-A	20 10	0.2	01.5	103 214	1007	3400	- 20	0/1400	F .	400
3.0 TDV6 Autobiography 3.0 SDV6 Hybrid Autobiography	- :	5 89650	46618	8-A 50	0 130	7.9 37	.7 196 2	993 2		- 443	3/2000	-	2160 3	500										7		1		1	
4.4 SDV8 Vogue 4.4 SDV8 Vogue SE	320	5 80850 5 87550	42042 45526	8-A 50 8-A 50	0 135 0 135	6.9 32 6.9 32	.5 229 4 .5 229 4	367 3 367 3	35/3500 35/3500	- 540 - 540	6/1750 6/1750		2410 35 2410 35	500 500		T							1					-0	
4.4 SDV8 Autobiography LWB 3.0 SDV6 Hybrid Autobiography	- :		56134	8-A 50	135	6.9 44	.1 169 2	993 2	88/4000	47 44		125		000	LONGEST DIES	EL								1	- 8	8			
LWB 4.4 SDV8 Autobiography LWB 3.0 SDV6 Hybrid Autobiography Black	ack-	5 104150 5 146900 5 143400	76388	8-A 50	135	6.9 44	.1 169 2	993 2	88/4000	47 443	8/1750 8/2000 8/1750	125		000	ESTATE CARS														
LWB 4.4 SDV8 Autobiography Black	- :	J 1434UÜ	14008	0-A 5	133	1.Z 3	.J ZZ9 4	307 3	35/3500	- 54	11/50	•	2488 3	100	1 Jaguar XF Spo	rtbra	ake										4,96		
UK dealers: 50 Warranty: 3 y	ears/6	50,000	miles	Serv	icing	: 10,	000mil	es			Pos	ting	***	+	2 Audi A6 Avant3 Vauxhall Insign	a S	nort	s To	urer								4,94 4,91		
It's a Prius in a fancy frock. Excellen CT 200h S									dynamic 8/5200		in.	•		0	4 BMW 5 Series			3 TU	ul Cl								4,91 4,90		
CT 200h SE CT 200h Advance	- :	5 22495 5 23995	9448 10078	CVT 19	9 112 1 9 112 1	0.3 68 0.3 68	.9 94 1 .9 94 1	798 9 798 9	8/5200 8/5200	81 109 81 109	5/2800 5/2800	153 153	1410 1410	0	5 Mercedes-Ben	z E-	Clas	s E	state)							4,90	5mı	m
CT 200h Luxury CT 200h F Sport	- :	5 24495 5 26745	10288 11233	CVT 20	0 112 1 0 112 1	0.3 68 0.3 68	.9 94 1 .9 94 1	798 9 798 9	8/5200 8/5200	81 109 81 109	5/2800 5/2800	153 153	1410 1410	0	B-Class	han	nd	lol er	or Mi	201-	U=	2022	thor	004			Rati	ing 🛨	****
CT 200h Premier IS Sharper looking compact evec to go									8/5200		Rat	ting 7	***	0 ★	Merc says it's its most significantly of B 180 CDI ECO SE B 180 CDI SE Auto	- 5	22950	963	9 6-M	15 118	11.6	74.3	ither g 98 146 107 146	1 107/			2/1750 2/1750		1425 (1465 1200
Sharper looking compact exec to go IS 300h SE IS 300h Luxury		4 29495	13568	CVT 3	1 125	8.4 65	.7 99 2	494 1	d power 78/6000 1 78/6000 1	41 16	3/4200	221	1620	0 750	B 180 CDI SE Auto B 180 CDI Sport B 180 CDI Sport Auto	298 5	5 2407	5 1011	2 6-M	15 118	11.6	62.8 1	117 146 117 146 115 146	1 107/	4000	- 19	2/1750 2/1750 2/1750	- 1	1465 1200 1435 1200 1465 1200
IS 300h Executive Edition IS 300h F Sport	- 4	4 29995	13798	CVT 32	2 125	8.4 64	.2 103 2	494 1	78/6000 1 78/6000 1	41 16	3/4200	221	1620	750	B 200 CDI SE B 200 CDI SE Auto	- 5	5 24125 5 25575	5 1013 5 1074	3 6-M 2 7-A	20 13 20 13	9.5	64.2 1 67.3 1	114 179 112 179	134/ 16 134/	3600 3600	- 22 - 22	1/1600 1/1600	- 1	1475 1500 1505 1500
IS 300h Premier									78/6000 1		3/4200	221		750	B 200 CDI Sport B 200 CDI Sport Auto	- 5	5 25425 5 26875	5 1067 5 1128	9 6-M 8 7-A	21 13 21 13	9.5	61.4 1 62.8 1	21 179 20 179	6 134/ 6 134/	3600 3600	- 22 - 22	1/1600 1/1600	- 1 - 1	1475 1500 1505 1500
Striking new smaller SUV with hybrid NX 300h S FWD	- :	5 29495	9438	CVT 29	9 112	9.3 56	.5 116 2	494 1	53/5700 1	41 15	5/4200	141	tba	tba	B 220 CDI Sport Auto New C-Class										3400	- 25			1500 1500 ***
NX 300h SE AWD NX 300h Luxury AWD	- :	5 34495	11038	CVT 3	1 112	9.3 54	.3 121 2	494 1	53/5700 1 53/5700 1	41 15	5/4200	208	tba	tba tba	Larger and more luxurious than befo C 200 BlueTec SE C 200 BlueTec Sport	- 4	4 28570) tba	6-M	25 13	9.7	72.4 1		8 134/					1485 tba
NX 300h F Sport AWD NX 300h Premier AWD RX									53/5700 1 53/5700 1		5/4200	208	tba		C 200 BlueTec Sport C 200 BlueTec AMG Line C 220 BlueTec SE	- 4	4 3036: 4 3206: 4 2936:) tba	6-M	26 13	9.7	68.9 1	03 159 106 159 103 214	8 134/	3800	- 23	6/1500	- 1	1485 tba 1485 tba 1550 tba
Deeply green SUV offering great refine RX 450h SE									t. 45/6000 2	32 22		•	2110 20		C 220 BlueTec SE Auto C 220 BlueTec Sport	- 4	4 3086 4 3136	5 tba	7-A	34 14	7.4	65.7 1	103 214 109 214 104 214	3 168/	3000	- 29	5/1400	- 1	1570 tba
RX 450h SE RX 450h Luxury RX 450h Advance	- :	5 48495 5 48495	21338 21338	CVT 4°	1 124 a 124	7.8 44 7.8 44	.8 145 3 .8 145 3	456 24 456 24	45/6000 2 45/6000 2	32 234 32 234	1/4800 1/4800	350 350	2110 20 2110 20	000	C 220 BlueTec Sport Auto C 220 BlueTec AMG Line	330 4	4 3286 4 3285	tba tba	7-A 6-M	35 145 36 145	7.4 7.7	64.2 1 68.9 1	110 214 106 214	13 168/ 13 168/	3000	- 29 - 29	5/1400 5/1400	- 1	1570 tba 1550 tba
RX 450h F Sport RX 450h Premier	- :	5 51995	22878	CVT 42	2 124	7.8 44	.8 145 3	456 2	45/6000 2 45/6000 2	32 23	1/4800	350	2110 20	000	C 220 BlueTec AMG Line Auto C 250 BlueTec SE Auto	- 4	4 3435 4 3202	tba tba	7-A 7-A	36 145 35 15	7.4 6.6	64.2 1 65.7 1	113 214 109 214	13 168/ 13 201/	3000 3800	- 29 - 36	5/1400 9/1600	- 1 - 1	1570 tba 1595 tba
GS Still slipstreaming BMW 5 Series for	dynan	nic abili	ty, but	the G	S is sl	icker	and mor	e refi	ned thar	befor	Rat e.	ting 🕏	***	*	C 250 BlueTec Sport Auto C 250 BlueTec AMG Line Auto	- 4	4 3401) tba	7-A	37 15	6.6	64.2 1	110 214 113 214	3 201/	3800	- 36	9/1600	- 1	1595 tba
GS 300h SE GS 300h Luxury GS 300h E Sport	- 4	4 37495	11998	CVT 32	2 119	9.2 57	.6 113 2	494 1	77/6000 1 77/6000 1	41 16	3/4200	221	1735	0	C 300 BlueTec Hybrid SE Auto C 300 BlueTec Hybrid Sport Auto C 300 BlueTec Hybrid AMG Line Auto	- 4	4 34631 4 36625 4 38121	5 tba	7-A	37 15	6.4	76.3	94 214 95 214 99 214	3 201/	3800 2	27 36	9/1600	207 1	1715 tba
GS 300h F Sport GS 300h Premier GS 450h Luxury	- 4	4 43745	13998	CVT 33	3 119	9.2 57	.6 113 2	494 1	77/6000 1 77/6000 1 88/6000 1	41 16	3/4200	221	1735	0 0 500	C 300 BlueTec Hybrid AMG Line Auto C 200 BlueTec SE Estate C 200 BlueTec Sport Estate	- 5	4 38120 5 29770 5 31769) tba	6-M	tba 13	10.1	65.7 1	99 214 112 159 113 159	8 134/	3800	- 23		- 1	1715 tba 1545 tba 1545 tba
GS 450h F Sport GS 450h Premier	302	4 51495	16478	CVT 42	2 156	5.9 4	.6 145 3	456 2	88/6000 1 88/6000 1	97 26)/4500	203	1825 1	500	C 200 BlueTec AMG Line Estate C 220 BlueTec SE Estate	- 5	5 3326 5 3056) tba	6-M	tba 133	10.1	tba 1	116 159 108 214	8 134/	3800	- 23	6/1500 6/1500 5/1400	- 1	1545 tba
LS Hybrid power brings down running of	osts c	onsider	ably. F	illed t	o the I	orim v	ith gad	gets,	but isn't	exact	Rat ly che	ing s	***		C 220 BlueTec SE Estate Auto C 220 BlueTec Sport Estate	- 5	3206 3256	tba tba	7-A 6-M	34 142 35 143	7.6	64.2 1 tba 1	114 214 109 214	13 168/ 13 168/	3000 3000	- 29 - 29	5/1400 5/1400	- 1 - 1	1615 tba
LŚ 600h L Premier MASERATI									89/6400 2				2370	0	C 220 BlueTec Sport Estate Auto C 220 BlueTec AMG Line Estate	- 5	5 3406 5 3405	5 tba	6-M	36 14	7.9	tba 1	115 214 112 214	3 168/	3000	- 29	5/1400 5/1400	- 1	1595 tba
UK dealers: 18 Warranty: 3 y	ears/6	52,500	miles	Serv	icing	: 12,	500mil	es			Ţ				C 220 BlueTec AMG Line Estate Auto C 250 BlueTec SE Estate Auto C 250 BlueTec Sport Estate Auto	- 5	5 35555 5 33220 5 3521) tba	7-A	35 15	6.9	62.8 1	118 214 117 214 118 214	3 201/	3800	- 36	5/1400 9/1600 9/1600	- 1	1660 tba
Ghibli The first diesel in Maserati's history. Diesel											ice.	•	1835		C 250 BlueTec Sport Estate Auto C 250 BlueTec AMG Line Estate Auto C-Class		5 3671						118 214				9/1600	- 1	1660 tba
Quattroporte The first diesel in Maserati's history.									71/4000 It premiu		Rat		1835 * * * *		Merc injects more luxury and driving C 220 CDI Executive SE Coupé													-	1615 1800
Diesel	331	4 69235	38772	8-A th	a 155	6.3 4	.6 163 2	987 2	71/4000	- 44	3/2000		1990	0	C 220 CDI Executive SE Coupé Auto C 220 CDI AMG Sport Edition Coupé	- 2	2 32630 2 32460	1501 1493	0 7-A 2 6-M	34 144 38 144	8.1 8.4	57.7 1 55.4 1	28 214 33 214	13 168/ 13 168/	3000	- 29 - 29	5/1400 5/1400	- 1	1630 1800 1615 1800
MAZDA UK dealers: 137 Warranty: 3	years	/60,00	0miles	s Ser	vicin	g: 12	,500m	iles							C 220 CDI AMG Sport Edition Coupé Aut C 250 CDI AMG Sport Edition Coupé	- 2	2 33960 2 3351	1562 5 1541	2 7-A 7 6-M	38 144 41 149	8.1 7.0	53.3 1 52.3 1	39 214 43 214	13 168/ 13 201/	3000 3800	- 29 - 36	5/1400 9/1600	- 1 - 1	1630 1800 1655 1800
3 Frugal hatch and saloon that's neatly	y style	d and g	reat to	drive.	. Lots	of kit	or your	mone	ey, too.				***		C 250 CDI AMG Sport Edition Coupé Aut CLA-Class											- 36			1660 1800
2.2 SE Diesel 2.2 SE-L Diesel	- :	5 19645 5 21145	7072 7612	6-M 23	3 130 4 130	8.1 68 8.1 68	.9 107 2 .9 107 2	191 1 191 1	48/4500 48/4500)/1800	- 1	1470 1 1470 1	500	Kicks off a totally new segment with CLA 200 CDI Sport	- 4	4 2692	5 1400	1 6-M	25 13	9.4	64.2 1	114 214	3 134/	3200	- 22	1/1400	- 1	1500 1500
2.2 SE-L Diesel Auto 2.2 Sport Nav Diesel	320	5 22345 5 22545	8044 8116	6-A 24	4 125 4 130	9.7 58 8.1 68	.9 127 2 .9 107 2	191 1 191 1	48/4500 48/4500	- 28		- 1	1480 1	500	CLA 200 CDI Sport Auto CLA 200 CDI AMG Sport CLA 200 CDI AMG Sport Auto	- 4	4 2912	5 1514	5 6-M	26 13	9.4	64.2 1	114 214	3 134/	3200	- 22	1/1400	- 1	1525 1500 1500 1500 1525 1500
2.2 Sport Nav Diesel Auto Fastback 2.2 SE Diesel	- 4	4 19645	7072	6-M 23	3 132	8.0 72	.4 104 2	191 1	48/4500 48/4500	- 28)/1800	-	1480 1	500	CLA 200 CDI AMG Sport Auto CLA 220 CDI Sport Auto CLA 220 CDI AMG Sport Auto	- 4	4 2977	5 1488	8 7-A	28 143	8.2	67.3	111 214	3 168/	3400	- 25	8/1400	- 1	1525 1500 1525 1500 1525 1500
Fastback 2.2 SE-L Diesel Fastback 2.2 Sport Nav Diesel									48/4500 48/4500)/1800	-	1458 15 1458 15	500	New CLS-Class Revised with extra body jewellery and	d more	e econ	omy.	Kicke	d off t	ne fou	ır-doo	r coup	é tren	d.		Rati	ing 🛨	***
Case study in how to build a stylish 1.6 Sport Venture Diesel	MPV. [Orives w 5 21895	ell too	, thou 6-M 16	gh cal 6 111 1	oin ne 3.7 54	eds an	upgra	de. 14/3600	- 199		-			CLS 220 BlueTEC AMG Line Auto CLS 350 BlueTEC AMG Line Auto	- 4	4 4650 4 4995	2139 2297	0 7-A 7 9-A	43 13 48 15	8.5	56.5 1 52.3 1	29 214 42 298	13 174/ 17 255/	3200 3600	- 45	7/1600	- 1	1790 tba 1845 tba
6 Cracking styling ensures new 6 stan	ds out	in the	compa	ny car	crow	d. Est	ite's eve	en co	oler.		Rat	ting 7	***	*	CLS 250 BlueTEC AMG Line Shooting Brake Auto CLS 350 BlueTEC AMG Line Shooting Brake Auto												7/1600	- 1	1935 tba
2.2 SE Diesel 2.2 SE-L Diesel		4 22095 4 22895	9280 9616	6-M 21	1 131	9.1 72 9.1 72	.4 104 2 .4 104 2	191 1 191 1	48/4500 48/4500	- 28)/1800	-	1553 16	600	E-Class Keeps getting better. Still solid as even													•	****
2.2 SE-L Diesel Auto 2.2 Sport Nav Diesel	- 4	4 25895	10876	6-M 21	1 131	9.1 72	.4 104 2	191 1	48/4500 48/4500	- 28)/1800	-	1553 16	600	E 220 BlueTEC SE Auto E 220 BlueTEC AMG Line Auto E 250 CDI SE Auto	- 4	4 36710	1468	4 7-A	33 14	8.4	57.7 1	28 214	3 174/	3200	- 29	5/1400	- 1	1760 2000 1760 2000 1845 2000
2.2 Sport Nav Diesel 2.2 Sport Nav Diesel Auto Tourer 2.2 SF Diesel	- 4	4 27495	11548	6-A 23	3 134	8.4 58	.9 127 2	191 1	73/4500 73/4500 48/4500	- 310	/2000	- 1	1562 10 1578 10 1578 10	600	E 250 CDI SE Auto E 250 CDI AMG Line Auto E 300 BlueTEC Hybrid SE Auto	- 4	4 3926	1648	9 7-A	38 15	7.5	55.4 1	34 214	3 201/	3800	- 36	9/1600	- 1	1845 2000 1845 2000 1845 300
Tourer 2.2 SE Diesel Tourer 2.2 SE-L Diesel	315	5 23695	9952	6-M 19	9 130	9.3 67	.3 110 2	191 1		- 28)/1800	-	1578 16	600	E 300 BlueTEC Hybrid AMG Line Auto	- 4	4 4237	1949	3 7-A	41 15	7.1	67.3	110 214	3 201/	4200 2	27 36	9/1600	207 1	1845 300
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	ISSUE	LIST	TRADE-1	B	Ē	COMBIN	2		ENGINE B ECTRIC	P0	18	LECTIRC QUE LB	RB WEI	WEI		ISSUE	LIST	TRADE-IN VALUE	5	SNI TO	•	COMBIN	ő Z	ENGINE	B	PO	ENGINE	CECTIR QUE LB	KERB WEIGHT (KG) TOWING WEIGHT (KG)
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Column C		ISSUE TESTED DOORS LIST PRICE £	TRADE-IN VALUE GEARBOX	INS. GROUP TOP SPEED	COMBINED MPG (RANGE)	ENGINE CC	ENGINE POWER BHP/RPM LECTRIC MOTOR	POWER BHP ENGINE TORQUE	ELECTIRC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG) TOWING WEIGHT (KG)		ISSUE TESTED DOORS	LISI PRICE E TRADE-IN VALUE	GEARBOX INS. GROUP	TOP SPEED	COMBINED MPG (RANGE)	CO2 G/KM ENGINE CC	ENGINE POWER BHP/RPM LECTRIC MOTOR	POWER BHP ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG) TOWING WEIGHT (KG)
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This content is content of the con	E 250 CDI SE Estate Auto	- 5 36765	16912 7-A	38 144 7	.8 51.4 14	13 2143 2	01/3800	- 369/1	600 - 1885 2100	UK dealers: 120 Warranty: 3	years/Un	limited r	nileage	e (L200) 5 yeaı	rs/125,0	000miles)		
### STATE OF THE PARTY OF THE P	E 300 BlueTEC Hybrid SE Estate Auto	- 5 39880	18345 7-A	41 144 7	.4 64.2 11	4 2143 2	01/4200	27 369/1	600 207 1955 300	Servicing: 12,500miles (ASX 2. i-MiEV	2 DI-D/C	lutlande	r/L200	9,000	miles)			Ra	ting ★★★★★
Sec Care Company Com	E 350 BlueTEC AMG Line Estate Auto E 220 BlueTEC SE Coupé Auto	- 5 41210 - 2 36560	18957 9-A 18280 7-A	43 155 6 35 145 8	i.6 51.4 14 i.3 60.1 12	2 2987 2 2 2143 1	55/3400 74/3200	- 457/1 - 295/1	600 - 1955 2100 400 - 1735 1800	i-MiEV Keiko								66 -	
The control of the	E 250 CDI AMG Line Coupé Auto	- 2 40730	20365 7-A	40 153 7	.3 57.7 12	29 2143 2	01/3800	- 369/1	600 - 1735 0	Looks sharp, drives neatly and is	spacious	Engine	is relati	vely ref	fined and	d clean, a	and equip	ment is ge	nerous.
The Control of Contr	E 220 BlueTEC SE Cabriolet Auto	- 2 39985	19993 7-A	36 143 8	1.7 57.7 12	29 2143 1	74/3200	- 295/1	400 - 1845 1800	4 1.8 DI-D 4WD	- 5 23	249 8835	6-M 19	115 10	0.6 54.3 1	136 1798	114/3500	- 221/175	0 - 1490 1400
GL-192 Crist Control of the Control	E 250 CDI AMG Line Cabriolet Auto	- 2 44100	22050 7-A	42 151 7	7.7 57.7 12	28 2143 2	01/3800	- 369/1	600 - 1845 0	Outlander Plusher and better equipped than	its prede	cessor. F	rugal er	ngines	deliver d	lecent pe	erformanc	Ra e too.	iting ***
2.3 12 Co. 200. 13 Aug. 1 Co. 20	New compact crossover based on the							iced.	-	2.2 DI-D GX2 2.2 DI-D GX3	- 5 23 - 5 26	799 12375 599 13831	6-M 22	2 124 10 3 124 10	0.2 53.3 1 0.2 52.3 1	138 2268 140 2268	148/3500 148/3500	- 280/175 - 280/175	0 - 1595 2000
Add the least the property of	GLA 200 CDI SE Auto	- 5 27300	14196 7-A	25 127 9	.9 62.8 11	9 2143 1	34/3400	- 221/1	400 - 1535 1500	2.2 DI-D GX4	317 5 30	499 15859	6-M 24	124 10	0.2 52.3 1	140 2268	148/3500	- 280/175	0 - 1595 2000
## Cases ## Cas	GLA 200 CDI AMG Line Auto	327 5 28300	14716 7-A	25 127 9	.9 62.8 11	9 2143 1	34/3400	- 221/1	400 - 1535 1500	2.2 DI-D GX4s Auto PHEV 2.0 MIVEC GX3h Auto	- 5 33 - 5 28	999 17679 249 14689	6-A 22 9 1-A 26	2 118 11 3 106 11	.7 48.7 1 .0 148.5	153 2268 44 1998	148/3500 119/4500 1	61 140/450	0 144 1810 1500
See part of the control of the contr	GLA 220 CDI 4MATIC AMG Line Auto	- 5 31035	16138 7-A	29 134 8	.3 55.4 13	32 2143 1	68/3400	- 258/1	400 - 1535 1800	PHEV 2.0 MIVEC GX4hs Auto								61 140/450	0 144 1810 1500
The control of the co	G 350 BlueTEC							- 398/1	600 - 2570 3500	Fantastic off-road, but struggles on t								well kitted	l out.
Accessed a comparison of the part of parties from 1 to the ACCESS II to grant to review to each of parties. 1985 19	You think you own the road? You'll no	ed to with th	nis seven-s	eater as	it's so vas	st. Latest	t model p	olusher t	nan ever.	SWB 3.2 DI-DC SG2 Auto	- 3 27	884 10596	5-A 32	2 111 10	0.4 34.4 2	216 3200	197/3800	- 325/200	0 - 2190 3000
Management Man	M-Class							- 1		SWB 3.2 DI-DC Barbarian	- 3 31	999 12160	5-M 33	3 111 9.	.7 36.2 2	207 3200	197/3800	- 325/200	0 - 2190 3000
1.00 1.00	ML 250 BlueTEC 4MATIC SE Executive ML 250 BlueTEC 4MATIC AMG Line	- 5 48190 - 5 50850	21204 7-A 22374 7-A	38 130 9 41 130 9	0.0 47.1 15 0.0 45.6 16	59 2143 2 53 2143 2	01/4200	- 369/1 - 369/1	600 - 2150 2950	LWB 3.2 DI-DC SG2	- 5 28	599 13728	3 5-M 32	2 111 10	0.5 34.9 2	213 3200	197/3800	- 325/200	0 - 2395 3500
200 200	ML 350 BlueTEC 4MATIC AMG Line							- 457/1	600 - 2175 3500	LWB 3.2 DI-DC SG3 Auto	- 5 33	799 1622	1 5-A 34	111 11	.1 33.2 2	224 3200	197/3800	- 325/200	0 - 2380 3500
\$150 Martic C. Add Lim 4 570 ft 58 1 1 1 1 1 1 1 1 1	The most technically advanced car in							ndane mo	odels.	L200 It's Mitsubishi's best seller and drive	s quite we	II. Steeri	ng is im	precise	e though	, and rid	e gets bo	Ra uncy easily	ting ★★★★★ /.
\$ 200 March (240 March 1)	S 350 BlueTEC AMG Line	- 4 67940	tba 7-A	50 155 6	i.8 49.6 15	1 2987 2	55/3600	- 457/1	600 - 1955 2100	Double Cab 2.5 DI-D 4Work Double Cab 2.5 DI-D 4Life	- 4 20 - 4 22	459 7774 259 8458	5-M 8 5-M 8	103 15 103 15	5.0 36.7 2 5.0 36.7 2	204 2477 204 2477	134/4000 134/4000	- 232/150 - 232/150	0 - 1830 2700 0 - 1830 2700
State 1.5	S 350 BlueTEC L AMG Line S 400 Hybrid L SE Line	- 4 70940 - 4 70900	tba 7-A tba 7-A	50 155 6 49 155 6	i.8 48.7 15 i.8 44.8 14	54 2987 2 17 3498 3	55/3600 02/6500	- 457/1 27 273/3	500 - 1975 2100 500 184 1945 0	Double Cab 2.5 DI-D Trojan Black	- 4 22	439 8527	5-M 11	111 12	2.1 35.8 2	208 2477	176/3750	- 295/200	0 - 1875 2700
Search (1) Committee (1) Commi	S 500 Plug-In Hybrid L AMG Line							114 tba	tba tba 0	Double Cab 2.5 DI-D Warrior Auto	- 4 25	199 9576	5-A 9	109 13	3.0 32.1 2	233 2477	176/3750	- 258/180	0 - 1885 2700
\$\$ 2 2782 2281 2481 2481 2481 2481 2481 2481 24	Beautifully crafted, rock-solid but lith									Double Cab 2.5 DI-D Barbarian Auto Double Cab 2.5 DI-D Barbarian Black	- 4 28 - 4 27	799 10944 959 10624	5-A 11 5-M 10	1 109 13 0 111 12	3.0 32.1 2 2.1 35.8 2	233 2477 208 2477	176/3750 176/3750	- 258/180 - 295/200	0 - 1885 2700 0 - 1875 2700
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Like a cheeky caricature of the winning MINI formula. More frogal, better quality and only marginary costler. Cooper 0 333 14698 885 64 Min 1527 12 89 87 22 186 8144000 1981730 1972 1972 64 57 64 57 1972 1972 65 64 57 1972 1873 64 1895 1894000 1981730 Cooper 3D Auto 3 20720 12918 6A 23 190 72 70 85 1985 1895 1894000 1981730 1982 1983 64 1981 1516 54 78 35 1986 144000 1981730 1982 1983 64 1981 1516 54 78 35 1986 144000 1981730 1982 1983 64 1981 1516 54 78 35 1986 144000 1981730 1982 1983 64 1981 1516 54 78 35 1986 144000 1981730 1982 1983 64 1983 64 1981 1516 54 78 35 1986 144000 1981730 1982 1983 64 1983 64 1983 64 1981 1516 54 78 35 1986 144000 1981730 1982 1983 64 1983 6	Magnette DTi	- 5 19999	6000 6-M							4 Audi A1 S line	2.0 TD		10	TDI				£2	20,185
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Cooper D Highpate Auto	Magnette DTI WINI UK dealers: 145 Warranty: 3 Very Hatch Like a cheeky caricature of the winning One D Cooper D Auto Cooper SD Cooper SD Auto One D Cooper D Auto Cooper D Auto Cooper D Auto Cooper SD Cooper SD Auto Cooper SD Cooper SD Auto Convertible	- 5 19999 - 4 21195 /ears/Unlim ng MINI form - 3 14890 329 3 16450 - 3 17720 - 3 19450 - 3 19450 - 3 20720 - 5 18320 - 5 20350 - 5 21320	6000 6-M 6359 6-M ited milea ula. More fi 8636 6-M 9541 6-M 10278 6-A 11281 6-M 112018 6-A 8984 6-M 10626 6-A 11629 6-M 12366 6-A	15 120 8 ge Serv rugal, bet 11 118 1' 15 127 9 15 127 9 23 141 7 23 140 7 11 116 1' 15 126 9 23 140 7 23 139 7	vicing: V vicing: V tter quality 1.0 83.1 89 1.2 80.7 90 1.2 70.6 10 1.4 80.7 90 1.4 78.5 90 1.4 78.5 90 1.4 68.9 10 1.3 68.9 10	/ariable y and on 9 1496 9 2 1496 1 8 1496 1 9 1496 9 14 1995 1 14 1995 1 9 1496 1 9 1496 1 9 1496 1 9 1496 1	Schedul lly margin 94/4000 14/4000 14/4000 68/4000 94/4000 14/4000 14/4000 14/4000 68/4000 68/4000	- 258/1: le nally cos - 162/1: - 199/1: - 199/1: - 266/1: - 199/1: - 199/1: - 266/1: - 266/1:	Rating ***** filier. 1900 - 1900 1900 1900 - 1910 0 1900 - 1250 0 1900 - 1250 0 1900 - 1265 0 1900 - 1265 0 1900 - 1265 0 1900 - 1265 0 1000 - 1265 0 1000 - 1265 0 1000 - 1265 0 1000 - 1265 0 1000 - 1265 0 1000 - 1265 0 1000 - 1265 0	4 Audi A1 S line 5 Audi A1 S line NISSAN UK dealers: 204 Warranty: 3 Servicing: 18,000 miles (Pathfil Leaf Now British built, better value and av Visia (Batteries included) Visia+ (Batteries included) Visia+ Flex (Batteries leased) Visia+ Flex (Batteries leased) Acenta Flex (Batteries leased) Acenta Flex (Batteries leased)	2.0 TD Style E years/60 ider/Nav ailable in 5 21 5 22 5 23 5 25 5 16 5 17 5 18	,000mile ara 12,5 a choice 490 6017 490 6577 490 4907 490 4617 490 4617 490 4617	of trims 1-A 23	200 3 yes) s. Bette 3 87 11 3 87 11 4 89 11 3 87 11 3 87 11	er to driv 1.5 (124) 1.5 (124) 1.5 (124) 1.5 (124) 1.5 (124) 1.5 (124) 1.5 (124)	re than b	efore, but - 1 - 1 - 1 - 1 - 1 - 1 - 1	Rastill limited 07 - 07 - 07 - 07 - 07 - 07 - 07 - 07	ting **** d by range. 187 1474 0 187 1474 0 187 1474 0 187 1474 0 187 1474 0 187 1474 0 187 1474 0 187 1474 0
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Zingy drive, skateboard ride and everyone pointing. Beware though, some are laughing at the oddball roof. Cooper SD 292 2 2020 12760 6-A 22 128 8.2 23.3 139 1995 141 (14000 - 225/1750 - 1270 0 Rating **** All the fun of the coupé, but with wind-in-the-hair thrills and a more balanced silhouette. Cooper SD Auto - 2 22800 12760 6-A 22 128 8.2 53.3 139 1995 141 (14000 - 225/1750 - 1270 0 Rating **** All the fun of the coupé, but with wind-in-the-hair thrills and a more balanced silhouette. Cooper SD Auto - 2 23865 13456 6-A 22 128 8.2 53.2 14 3995 141 (14000 - 225/1750 - 1270 0 Rating **** Couper SD Auto - 2 23865 13456 6-A 22 128 8.2 14 3995 141 (14000 - 225/1750 - 1270 0 Rating **** Cooper SD Auto - 2 23865 13456 6-A 22 127 8.3 52.3 14 3995 141 (14000 - 225/1750 - 1270 0 Rating **** Cooper D - 5 17990 8995 6-M 13 166 12.9 67.3 111 1588 891 (14000 - 1991/1750 - 1385 800 Cooper D - 5 17990 8995 6-M 13 166 12.9 67.3 111 1588 1104000 - 1991/1750 - 1385 800 Cooper D ALL4 Auto - 5 20970 14455 6-A 18 112 11.3 50.4 148 1995 11044000 - 1991/1750 - 1455 800 Cooper SD - 5 22205 11103 6-A 16 101 11.9 97.3 155 1995 1104000 - 1991/1750 - 1455 100 Cooper SD ALL4 Auto - 5 23800 11990 6-A 20 122 9.4 489 149 1995 141/4000 - 225/1750 - 1425 1200 Cooper SD ALL4 Auto - 5 23800 11990 6-A 20 122 9.4 489 149 1995 141/4000 - 225/1750 - 1425 1200 Cooper SD ALL4 Auto - 5 23830 119915 6-M 20 122 9.3 58.9 126 1995 141/4000 - 225/1750 - 1425 1200 Cooper SD ALL4 Auto - 5 23830 119915 6-M 20 122 9.3 58.9 126 1995 141/4000 - 225/1750 - 1425 1200 Cooper SD ALL4 Auto - 5 23830 119915 6-M 20 122 9.3 58.9 126 1995 141/4000 - 225/1750 - 1425 1200 Cooper D ALL4 Auto - 5 23830 119915 6-M 20 122 9.3 58.9 126 1995 141/4000 - 225/1750 - 1425 1200 Cooper D ALL4 Auto - 5 23830 119915 6-M 20 122 9.3 58.9 126 1995 141/4000 - 225/1750 - 1425 1200 Cooper D ALL4 Auto - 5 23830 119915 6-M 20 122 9.3 58.9 126 1995 141/4000 - 225/1750 - 1425 1200 Cooper D ALL4 Auto - 5 2585 12785 6-A 20 121 9.4 47.9 159 1599 1104/4000 - 1991/1750 - 1425 1200 Cooper D ALL4 Aut	Magnette DTI With dealers: 145 Warranty: 3) New Hatch Like a cheeky caricature of the winnin One D Cooper D Cooper SD Auto Cooper D Diesel power with drop-top fun. It's a Cooper D Cooper D Highgate Cooper D Highgate Cooper SD Auto	- 5 19999 - 4 21195 /ears/Unlim ng MINI form - 3 14890 329 3 16450 - 3 17720 - 3 19450 - 3 19720 - 5 15490 331 5 17050 - 5 18320 - 5 20050 - 5 20125 - 5 20125 - 2 2 20125 - 2 2 20125 - 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	6000 6-M 6359 6-M ited milea IIa. More fi 8636 6-M 9541 6-M 10278 6-A 11281 6-M 11281 6-M 8984 6-M 9889 6-M 11629 6-M 11366 6-A 11035 6-M 11035 6-M 11035 6-M 11636 6-M 11636 6-M	15 120 8 ge Serv rugal, bet 11 118 11 15 127 9 15 127 9 23 141 7 23 140 7 11 116 11 15 126 9 15 125 9 23 140 7 23 139 7 int-sized 19 118 11 21 118 11 21 118 11 21 118 11 22 118 18 23 130 8	vicing: V tter quality 1.0 83.1 81 2.2 80.7 92 3.3 70.6 10 2.2 76.3 93 4.4 78.5 93 5.5 74.3 93 4.4 68.9 10 9.3 70.6 10 10.3 70.6 10 10.7 53.3 14 10.3 70.6 10 10.7 53.3 14 10.7 53.3 14 10.7 53.3 14 10.7 53.3 14 10.7 53.3 14	y and on 9 1496 9 2 1496 18 1496 16 1995 1 1496 19 149	Schedul schedu	- 258/1: le nally cos - 162/1: - 199/1 - 199/1 - 266/1: - 199/1 - 199/1 - 266/1: - 199/1 - 266/1: - 199/1 - 269/1: - 199/1 - 25/1	Rating ***** tilier. ****** ***** ***** ***** **** ****	4 Audi A1 S line 5 Audi A1 S line NISSAN UK dealers: 204 Warranty: 3 Servicing: 18,000 miles (Pathfil Leaf Now British built, better value and av Visia (Batteries included) Visia+ (Batteries included) Tekna (Batteries included) Visia Flex (Batteries leased) Visia+ Flex (Batteries leased) Acenta Flex (Batteries leased) Acenta Flex (Batteries leased) Acenta Flex (Batteries leased) Note Hitech Brit-built alternative to the su Visia 1.5 dCi Acenta Premium 1.5 dCi Iekna 1.5 dCi	2.0 TD Style E years/60 ider/Nav ailable in 5 21 5 22 5 23 5 55 5 16 5 17 5 18 5 5 20 permini h 5 5 14 5 5 15	,000mile ara 12,5 a choice 490 6017 490 6297 490 6577 490 4617 490 4617 490 5177 490 5737 erd. More 100 tba 495 tba 395 tba	of trims 1-A 23 1-A 23 1-A 24 1-A 23 1-A 23 1-A 24 1-A 23 1-A 25 1-A 26 e efficie 5-M 8 5-M 8	200 3 yes) s. Bette 3 87 11 3 87 11 3 87 11 3 87 11 3 87 11 1 89 11 nt than 111 11 111 11	er to driv 1.5 (124) 1.5 (124) 1.7 (124) 1.8 (124) 1.9 (124)	e than b 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -	efore, but - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	£22 £1 Rastill limited 07 - 07 - 07 - 07 - 07 - 07 - 07 - 07 -	ting **** 1 by range. 187 1474 187 1474 187 1474 187 1474 187 1474 187 1474 187 1475 187 1474 0 - 1132
Roadster Rating ★★★ All the fun of the coupé, but with wind-in-the-hair thrills and a more balanced silhouette. Cooper SD 302 2 21860 12876 6-M 22 128 8.2 53.3 139 1995 141/4000 2 225/1750 1290 0 Cooper SD Auto Cooper SD Auto 223165 13436 6-A 24 127 8.3 52.3 443 1995 141/4000 2 225/1750 1290 0 Rating ★★★★ Cooper SD Auto Cooper SD Auto Cooper SD So	Magnette DTI MINI UK dealers: 145 Warranty: 3 Mew Hatch Like a cheeky caricature of the winnin One D Cooper D Auto Cooper SD Cooper SD Auto One D Cooper SD Auto Cooper SD Cooper SD Cooper SD Cooper SD Cooper SD Cooper D Auto Cooper D Cooper D Cooper D Cooper D Liesel power with drop-top fun. It's a Cooper D Cooper D Liesel power with drop-top fun. It's a Cooper D Liesel power with drop-top fun. It's a Cooper SD Lighgate Cooper SD Cooper SD Lighgate Cooper SD Cooper SD Lighgate Lighg	- 5 19999 - 4 21195 /ears/Unlim ng MINI form - 3 14890 329 3 16450 - 3 17720 - 3 19450 - 3 19450 - 5 15490 - 5 15490 - 5 5 20050 - 5 5 21320 real hoot to - 2 20125 - 2 20125 - 2 21730 - 2 23285 - 2 21730 - 2 23035	6000 6-M 6359 6-M ited miles ula. More fi 8541 6-M 10278 6-A 11281 6-M 11281 6-A 11629 6-M 11266 6-A 11629 6-M 11035 6-M 11035 6-M 11035 6-M 11643 6-A 11865 6-M 11865 6-M 11865 6-M	15 120 8 ge Serv rugal, bet 11 118 11 15 127 9 15 127 9 15 127 9 15 127 9 23 140 7 11 116 11 15 126 9 15 125 9 23 140 7 23 139 7 int-sized 19 121 11 19 118 11 21 121 118 11 22 126 8 24 130 8	vicing: V tter quality 1.0 83.1 83 2.2 80.7 92 2.2 76.3 91 3.3 70.6 10 2.2 70.6 10 1.4 80.7 93 4.4 78.5 93 4.4 78.5 93 4.3 68.9 10 0.7 53.3 14 0.0.7 53.3 14 0.0.7 53.3 14 0.7 62.8 11 0.7 53.3 14 0.7 62.8 11 0.7 53.3 14 0.7 62.8 11 0.7 53.3 14 0.7 62.8 11 0.7 53.3 14 0.7 62.8 11 0.7 53.3 14	/ariable y and on 9 1496 9 2 1496 18 8 1496 19 6 1995 1 144 1995 1 144 1995 1 149 149 149 149 149 149 149 149 149 149	Schedul lly margin 94/4000 14/4000 14/4000 14/4000 68/4000 94/4000 14/4000 14/4000 10/4000 10/4000 10/4000 10/4000 10/4000 10/4000 41/4000 41/4000 41/4000 41/4000 41/4000	- 258/11 le mally cos - 162/1: - 199/1: - 266/1: - 266/1: - 199/1: - 199/1: - 266/1: - 199/1: - 25/1: - 225/1: - 225/1: - 225/1:	Rating ***** tilier. 5000 - 1900 0 5000 - 1910 0 5000 - 1250 0 5000 - 1255 0 5000 - 1265 0 5000 - 1265 0 5000 - 1265 0 5000 - 1305 0 5000 - 1305 0 5000 - 1305 0 5000 - 1305 0 5000 - 1305 0 5000 - 1305 0 5000 - 1305 0 5000 - 1325 0 5000 - 1325 0 5000 - 1325 0 5000 - 1325 0 5000 - 1325 0 5000 - 1325 0 5000 - 1325 0 5000 - 1325 0 5000 - 1325 0 5000 - 1325 0 5000 - 1330 0	4 Audi A1 S line 5 Audi A1 S line NISSAN UK dealers: 204 Warranty: 3 Servicing: 18,000 miles (Pathfil Leaf Now British built, better value and av Visia (Batteries included) Visia+ (Batteries included) Tekna (Batteries included) Tekna (Batteries leased) Acenta Flex (Batteries leased) Acenta Flex (Batteries leased) Acenta Flex (Batteries leased) Note Hitech Brit-built alternative to the su Visia 1-5 dCi Acenta Premium 1.5 dCi Tekna 1.5 dCi Julke Greater personalisation and bigger b	2.0 TD Style E years/60 ider/Nav. ailable in 5 21 5 22 5 23 5 16 5 17 5 18 5 5 20 permini h 5 14 5 15 328 5 16 5 5 17	000mile ara 12,5 a choice 490 6017 490 6577 490 7137 490 4897 490 5177 490 5737 erd. More 10.0 tba 495 tba 395 tba 100 tba	of trims 1-A 23 1-A 23 1-A 23 1-A 23 1-A 23 1-A 23 1-A 25 1-A 25 1-A 25 1-A 27 1-A 29	200 3 y is) s. Bette 3 87 11 3 87 11 3 87 11 3 87 11 3 87 11 3 87 11 11 11 11 11 11 11 11 11 11 11 11 11	er to driv 1.5 (124) 1.5 (124) 1.5 (124) 1.5 (124) 1.5 (124) 1.5 (124) 1.5 (124) 1.5 (124) 1.5 (124) 1.5 (124) 1.9 88.3 1.9 88.3 1.9 88.3 1.9 88.3 1.9 88.3 1.9 88.3 1.9 88.3 1.9 88.3 1.9 88.3 1.9 88.3	e than b 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -	efore, but - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	£22 £1 Ras still limited 07 - 07 - 07 - 07 - 07 - 07 - 07 - 07 -	ting **** by range. 187 1474 187 1474 187 1474 0 187 1474 0 187 1474 0 187 1474 0 - 1132 0 - 1132 0 - 1132 0 - 1132 0 - 1132 0 - 1132 50 0 - 1132 50 0 - 1132 50 0 - 1132 50 0 - 1132 50 0 - 1132 50 0 - 1132 50 0 - 1132 50
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	Magnette DTI INTI UK dealers: 145 Warranty: 3 New Hatch Like a cheeky caricature of the winnin One D Cooper D Auto Cooper SD Cooper SD Auto Cooper D Highgate Cooper D Highgate Cooper SD Auto Cooper SD Cooper SD Auto Roadster All the fun of the coupé, but with wind Cooper SD Cooper SD Auto Cooper SD Cooper SD Auto Cooper SD Cooper SD Auto Cooper SD Auto Cooper SD Cooper SD Auto Cooper D Auto Cooper D Auto	- 5 19999 - 4 21195 /ears/Unlim ng MINI form - 3 14890 329 3 16450 - 3 21720 - 3 19450 - 5 15490 331 5 17050 - 5 15490 331 5 17050 - 5 21320 - 5 20050 - 5 21320 - 2 20125 - 2 20125 - 2 22165 - 2 22760 - 2 25285 - 2 24760 - 2 25285 - 2 24760 - 2 25285 - 2 24760 - 2 25285 - 2 24760 - 2 25285 - 2 24760 - 2 25285 - 2 24760 - 2 25285 - 2 24760 - 2 25285 - 2 24760 - 2 25285 - 2 24760 - 2 25285 - 2 24760 - 2 25285 - 2 24760 - 2 25285 - 2 24760 - 2 52525 - 2 24760 - 2 52525 - 2	6000 6-M 6359 6-M ited milea ula. More fi 8636 6-M 9541 6-M 10278 6-A 11281 6-M 11862 6-M 11862 6-M 11862 6-M 11863 6-A 11865 6-M 11035 6-M 11613 6-A 12380 6-M 11613 6-A 12380 6-M 11613 6-A 12380 6-M 11751 6-A 11751 6-A 11751 6-A 11751 6-A 11751 6-A 11751 6-A 11757 6-A	15 120 8 ge Serv ugal, bet 15 127 9 16 12 11 17 12 11 17 12 11 17 12 11 17 12 11 17 12 11 17 12 11 17 12 11 18 11 16 11 18 11	yicing: V tter quality, 1.0 83.1 83.2 80.7 83.7 83.7 83.7 83.7 83.7 83.7 83.7 83	29 1849 1 Ariable A	### ### ### ### ### ### ### ### ### ##	- 258/1 In In In In In In In I	Rating ***** tilier. 750 - 1190 0 750 - 1210 0 750 - 1225 0 750 - 1265 0 750 - 1265 0 750 - 1265 0 750 - 1265 0 750 - 1265 0 750 - 1265 0 750 - 1265 0 750 - 1265 0 750 - 1325 0 750 - 1355 0 750 - 1355 0 750 - 1355 0 750 - 1355 0 750 - 1355 0 750 - 1355 0 750 - 1355 0 750 - 1355 0 750 - 1355 0 750 - 1355 0 750 - 1355 0 750 - 1455 100 750 - 1355 800 750 - 1355 800 750 - 1355 800 750 - 1355 800 750 - 1355 800 750 - 1355 800 750 - 1355 800 750 - 1355 800	A Audi A1 S line 5 Audi A1 S line 5 Audi A1 S line NISSAN UK dealers: 204 Warranty: 3 Servicing: 18,000 miles (Pathifi Leaf Now British built, better value and av Visia (Batteries included) Visia+ (Batteries included) Tekna (Batteries included) Tekna (Batteries included) Visia+ Flex (Batteries leased) Visia+ Flex (Batteries leased) Visia+ Flex (Batteries leased) Visia+ Flex (Batteries leased) Note Hi-tech Brit-built alternative to the su Visia 1.5 dCi Acenta Premium 1.5 dCi Tekna 1.5 dCi Juke Greater personalisation and bigger b Visia 1.5 dCi Acenta Premium 1.5 dCi Tekna 1.5 dCi Acenta Premium 1.5 dCi Tekna 1.5 dCi Acenta Premium 1.5 dCi Tekna 1.5 dCi Acenta 1.5 dCi Acenta 1.5 dCi Acenta 1.5 dCi Acenta 1.5 dCi Tekna 1.5 dCi	2.0 TD Style E years/60 der/Nav allable in 5 522 5 16 5 22 5 18 5 5 25 5 16 5 5 20 5 18 5 5 17 5 18 5 5 18 5 5 10 5 5 18 5 5 10 5 5 18 5 5 10 5 5 18 5 5 10 5 5 18 5 5 10 5 5 18 5 5 10 5 10	.000mille ara 12,5 .000mille ara	of trime of	200 3 y is) S. Bette 3 87 11 4 89 11 3 87 11 4 89 11 4 89 11 11 11 11 11 11 11 11 11 11 11 11 11	r to driv 1.5 (124) 1.5 (124) 1.6 (124) 1.7 (124)	e than b 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -	efore, but	Ra still limited or 7 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -	ting **** 1 by range. 187 1474 0 187 1474 0 187 1474 0 187 1474 0 187 1474 0 187 1475 0 187 1512 0 187 1512 0 187 1512 0 187 1512 0 187 1512 0 187 1512 0 187 1512 0 187 1512 0 187 1512 0 187 1512 0 187 1512 0 187 1512 0 187 1512 0 187 1512 0 187 1512 0 187 1512 0 187 1512 0 187 1512 0 187 1512 0 188 1512 0 198 15
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	ISSUE TESTED DOORS LIST PRICE £	TRADE-IN VALUE	GEARBOX INS. GROUP TOP SPEED	O-62MPH COMBINED MPG	(RANGE) CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR Power BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR Torque LB FT/RPM	KERB WEIGHT (KG) TOWING WEIGHT (KG)	ISSUE TESTED DOORS LIST PRICE E GEARBOX INS. GROUP TOP SPEED O-GAMPH COMBINED MPC (RANNE) CO2 G/MM ENGINE CC ENGINE DAVER BHYRPM ELECTRIC MOTOR HE TITREM GETTREM KERB WEIGHT (GG)
Acenta 1.6 dCi 2WD 5-seat XTronic Acenta 1.6 dCi 2WD 7-seat XTronic	- 5 2614 - 5 2684	5 14118	CVT 19 11 CVT 19 11	12 11.4 55.	4 135	1598 129 1598 129	29/4000	- 2	36/1750 36/1750	- 1	별 540 1500 595 1500	RCZ Rating *** Waitrose class on a Lidl budget? RCZ looks exciting even when parked up. On the move, it's brilliant.
Acenta 1.6 dCi 4WD 5-seat Acenta 1.6 dCi 4WD 7-seat	- 5 2649	14307		16 11.0 53.	.3 139	1598 12	29/4000	- 2	36/1750 36/1750	- 1	580 2000 615 2000	Sport 2.0 HDi - 2 23950 11017 6-M 29 137 8.7 54.3 135 1997 161/4000 - 236/2000 - 1474
n-tec 1.6 dCi 2WD 5-seat n-tec 1.6 dCi 2WD 7-seat	330 5 2729	14739		17 10.5 57.	6 129	1598 12	29/4000	- 2	36/1750 36/1750	- 1	500 2000 550 2000	Red Carbon 2.0 HDi - 2 27850 12811 6-M 29 137 8.7 54.3 135 1997 161/4000 - 236/2000 - 1474
n-tec 1.6 dCi 2WD 5-seat XTronic	- 5 2864	5 15468	CVT 20 11	12 11.4 55.	4 135	1598 12	29/4000	- 2	36/1750	- 1	540 1500	New 508 Reating COMINGS Peugeot continues to push upmarket with updated 508. Bolder looks, all backed up with frugal engines.
n-tec 1.6 dCi 2WD 7-seat XTronic n-tec 1.6 dCi 4WD 5-seat		15657	6-M 20 11	16 11.0 53.	.3 139	1598 12	29/4000	- 2	36/1750 36/1750	- 1	595 1500 580 2000	Active 1.6 e-HDi
n-tec 1.6 dCi 4WD 7-seat Tekna 1.6 dCi 2WD 5-seat	- 5 2929	15819	6-M 20 11 6-M 20 11	17 10.5 57.	6 129	1598 12	29/4000	- 2	36/1750 36/1750	- 1	615 2000 500 2000	Active 2.0 HDi - 4 22445 8529 6-M 27 130 10.8 61.4 119 1997 138/4000 - 236/2000 - 1430 1 Allure 1.6 e-HDi - 4 24895 9460 6-M 25 124 12.4 67.3 111 1560 113/3600 - 199/1750 - 1410 1
Tekna 1.6 dCi 2WD 7-seat Tekna 1.6 dCi 2WD 5-seat XTronic	- 5 3064	16548	6-M 20 11 CVT 20 11	12 11.4 55.	4 135	1598 12	29/4000	- 2	36/1750 36/1750	- 1	550 2000 540 1500	Allure 2.0 HDi - 4 25295 9612 6-M 27 130 10.8 61.4 119 1997 138/4000 - 236/2000 - 1430 1 Allure 2.0 BlueHDi - 4 26395 10030 6-M 30 130 9.8 67.3 109 1997 148/4000 - 273/2000 - 1500 1
Tekna 1.6 dCi 2WD 7-seat XTronic Tekna 1.6 dCi 4WD 5-seat	- 5 3099	16737	CVT 20 11 6-M 20 11	16 11.0 53.	.3 139	1598 12	29/4000	- 2	!36/1750 !36/1750		595 1500 580 2000	Allure 2.0 HDi Auto - 4 27195 10334 6-A 30 139 10.1 52.3 140 1997 161/3750 - 251/2000 - 1520 1 Allure HYbrid4 Auto - 4 32600 11084 6-A 36 130 9.3 80.7 91 1997 161/3850 36 221/1750 148 1815
Tekna 1.6 dCi 4WD 7-seat Navara	- 5 3169	5 17115	6-M 20 11	16 11.0 53.	.3 139	1598 12	29/4000	- 2			615 2000 ★★	GT 2.2 HDi Auto - 4 30645 11032 6-A 37 145 8.8 53.3 140 2179 201/3500 - 332/2000 - 1540 0 SW Active 1.6 e-HDi - 5 23245 8833 6-M 24 122 12.9 65.7 112 1560 113/3600 - 199/1750 - 1430 0
Large load bay, roomy cabin and road Double Cab Visia 2.5 dCi	d manners to 317 4 2199									•	2085 2600	SW Active 1.6 e-HDi EGC - 5 23745 9023 6-A 24 120 13.6 70.6 105 1560 113/3600 - 199/1750 - 1430
Double Cab Acenta 2.5 dCi Double Cab Tekna 2.5 dCi	- 4 23999 - 4 27099	7199	6-M 9 11	12 11.1 33.	6 222	2488 18	88/3600	- 3	32/2000	- 2	085 2600 085 2600	SW Allure 1.6 e-HDi - 5 26295 9992 6-M 25 122 12.9 65.7 112 1560 113/3600 - 199/1750 - 1430
Double Cab Tekna 2.5 dCi Auto	- 4 28850	8655	5-A 10 11	11 10.7 31.	.8 235	2488 18	88/3600	- 3	32/2000	- 2	2100 2600	SW Allure 2.0 HDi - 5 26695 10144 6-M 27 130 11.1 58.9 125 1997 138/4000 - 236/2000 - 1500 ° SW Allure 2.0 BlueHDi - 5 27795 10562 6-M 30 130 10.1 67.3 110 1997 148/4000 - 273/2000 - 1520 °
NV200/e-NV200 Combi	- 4 3714										MING SOON	SW Allure 2.0 HDi Auto - 5 28595 10866 6-A 30 138 10.5 51.4 144 1997 161/3750 - 251/2000 - 1540 1 SW GT 2.2 HDi Auto - 5 32045 12177 6-A 37 144 9.2 51.4 144 2179 201/3500 - 332/2000 - 1660 1
lt's picked up gongs as a van but sco Acenta 1.5 dCi 5 Seat	- 5 1945	7 5837	5-M 17 98	8 tha th	a 131	1461 89	9/4000	- 1			338 1100	RXH 2.0 BlueHDi Auto - 5 30295 11512 6-A 32 136 9.7 61.4 119 1997 178/3750 - 295/2000 - 1650 0 RXH HYbrid4 Auto - 5 34645 13165 6-A 37 132 9.5 70.6 104 1997 161/3850 36 221/1750 148 1770 0
Acenta 1.5 dCi 7 Seat Acenta 1.5 dCi 5 Seat	- 5 19817 - 5 19997										378 1100 357 1100	5008 You want a practical large family car with stylish looks, quality build and nice manners? Here it is.
Acenta 1.5 dCi 7 Seat Acenta 5 Seat	- 5 2035 - 5 2285	6107		9 tha th	a 136	1461 10	9/4000	- 1			401 1100	Access 1.6 HDi - 5 20745 9958 6-M 16 115 12.9 56.4 128 1560 114/3600 - 199/1750 - 1699
Acenta Rapid Plus 5 Seat Tekna Rapid 5 Seat	- 5 24353 - 5 25643	3 tba	1-A tba 70	6 14.0 (10	6) 0					187 1 187 1	571 0	Active 1.6 HDi - 5 22445 10774 6-M 17 115 12.9 56.4 128 1560 114/3600 - 199/1750 - 1699
Tekna Rapid Plus 5 Seat	- 5 26309		1-A tba 70					107		187 1		Active 1.6 e-HDI EGC - 5 23195 11134 6-A 17 114 12.6 60.1 123 1560 114/3600 - 199/1750 - 1688 Active 2.0 HDi - 5 23450 10318 6-M 20 118 10.0 53.3 138 1997 148/3750 - 251/2000 - 1750 /
PEUGEOT	(00.0				o LID:		. "					Active 2.0 HDi Auto - 5 24615 10831 6-A 20 118 10.5 49.6 149 1997 161/3750 - 251/2000 - 1831 1 Allure 1.6 HDi 322 5 24250 11640 6-M 16 115 12.9 54.3 135 1560 114/3600 - 199/1750 - 1699
UK dealers: 250 Warranty: 3 y (1.4 and 1.6 HDi 16,000 miles) Bip									ner 12	,500 ı	niles)	Allure 1.6 e-HDi EGC - 5 24995 11998 6-A 16 114 12.6 58.9 126 1560 114/3600 - 199/1750 - 1688 Allure 2.0 HDi - 5 25250 11110 6-M 20 118 10.0 52.3 140 1997 148/3750 - 251/2000 - 1750
iOn Mitsubish i-MiEV and Citroën C-Zero's	s triplet sist	er. Proi	iseworthy	drive-wie	se, hut	price is	sn't on	ı its si	Rat	ing 🛨	****	Allure 2.0 HDi Auto - 5 26415 11623 6-A 19 118 10.5 49.6 149 1997 161/3750 - 251/2000 - 1831 ' Bipper Tepee Rating ****
	- 5 2121										120 0	An absolute ship and not bad to drive, either. There's plenty of room, thanks to its van origins.
207 Refined and accomplished, with pack									nough.		****	\$ 1.3 HDI - 5 12995 4938 5-M 6 96 16.8 62.8 119 1248 74/4000 - 140/1750 - 1200 \$ 1.3 HDI EGC - 5 13845 5261 5-A 6 96 16.6 67.3 112 1248 74/4000 - 140/1750 - 1200
	- 2 1854 302 2 2069								99/1750	- 1		Style 1.3 HDi - 5 13745 5223 5-M 10 96 16.8 62.8 119 1248 74/4000 - 140/1750 - 1200 1 Style 1.3 HDi EGC - 5 14595 5546 5-A 10 96 16.6 67.3 112 1248 74/4000 - 140/1750 - 1200 1
208 Lighter, roomier and better to drive									Dot	ina 🚣	المعاملات	Partner Tepee Squash court on wheels, thanks to van roots. 308 underpinnings add driving quality. Rating ****
Access+ 1.4 HDi Active 1.4 HDi	- 3 1304 - 3 1399	6262	5-M 11 10	13.5 74.	.3 98	1398 67	7/4000	- 1	18/1750 18/1750	- 1	035 675 035 675	S 1.6 HDI (5 seat) - 5 14685 5580 5-M 4 94 17.1 54.3 135 1560 74/4000 - 136/1500 - 1360 (S 1.6 HDI (5 seat) - 5 15135 6054 5-M 7 102 14.3 54.3 135 1560 91/4000 - 170/1750 - 1360 (
Style 1.4 HDi Style 1.6 e-HDi	- 3 1474	7078	5-M 10 10	13.5 74.	.3 98	1398 67	7/4000	- 1	18/1750	- 1	035 675	S 1.6 HDi (7 seat) - 5 15980 6392 5-M 7 101 15.2 51.4 144 1560 91/4000 - 170/1750 - 1501
Allure 1.6 e-HDi	- 3 1539 - 3 1604	7381	5-M 17 11	15 10.9 78.	.5 95	1560 91	1/4000	- 1	70/1750	- 1	067 1150 067 1150	S 1.6 e-HDi EGC (5 seat) - 5 15905 7316 6-A 7 102 14.3 64.2 115 1560 91/4000 - 170/1750 - 1430 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
(Y 1.6 e-HDi (Y 1.6 e-HDi	- 3 1769 321 3 1834								70/1750 99/1750		067 1150 075 1150	Outdoor 1.6 HDI (5 seat) - 5 18100 7964 5-M 10 107 12.1 53.3 139 1560 113/3600 - 199/1500 - 1401 1
Access+ 1.4 HDi Active 1.4 HDi	- 5 1364 - 5 1459								18/1750 18/1750		050 675 050 675	UK dealers: 35 Warranty: 3 years/Unlimited mileage Servicing: 20,000miles
Active 1.4 e-HDi EGC Style 1.4 HDi	- 5 1529 - 5 1534	7342	5-A 11 10	3 16.2 83.	.1 87	1397 67	7/4000	- 1	18/1750 18/1750	- 1	060 725 050 675	Macan Rating *** New baby Cayenne sets the tarmac alight with agile handling, terrific performance and a great all-round package.
Style 1.6 e-HDi	- 5 1599	7038	5-M 17 11	15 10.9 78.	.5 95	1560 91	1/4000	- 1	70/1750 70/1750	- 1	080 1150 080 1150	S Diesel 327 5 43535 25250 7-A 39 165 6.3 46.3 159 2967 255/4000 - 428/1750 - 1955 2
Allure 1.6 e-HDi Roland Garros 1.6 e-HDi		8160	5-M 18 11	15 10.9 78.	.5 95	1560 91	1/4000	- 1	70/1750	- 1	080 1150	New Cayenne The car that changed Porsche's fortunes forever. A class act, it simply oozes quality and dynamism. Rating COMINGS
Feline 1.6 e-HDi 2008			6-M 19 11						Rat	ing 🛨	1090 1150 ★★★	Diesel - 50247 29143 8-A tba 137 7.3 42.8 173 2967 25914000 - 4281/750 - tba S Diesel - 62164 36055 8-A tba 156 5.4 35.3 209 4134 380/3750 - 627/2750 - tba
One of the strongest contenders in Access+ 1.4 HDi	- 5 1429	5 5146	5-M 10 99	9 14.9 70.	6 104	1398 67	7/4000	- 1	18/1750	- 1	090 670	S E-Hybrid 61529 35687 8-A tba151 5.9 83.0 79 2995 329/tba 94 325/tba 229 tba Panamera Rating ****
Active 1.4 HDi Active 1.6 e-HDi	- 5 1539 - 5 1604	5 5542	5-M 10 99	9 14.9 70.	6 104	1398 67	7/4000	- 1	18/1750	- 1	090 670	Just updated, combining diesel or hybrid power with a sophisticated drive and like it or loathe it styling. Diesel - 5 65634 32817 8-A 48 160 6.0 44.1 169 2967 296/4000 - 479/1750 - tba
Active 1.6 e-HDi EGC Allure 1.6 e-HDi	- 5 1664 331 5 1744	5 5992	6-A 17 11	12 13.3 74.	.3 98	1560 91	1/4000	- 1	70/1750	- 1	170 820	S E-Hybrid 320 5 84456 38850 8-A 50 167 5.5 91.1 71 2995 329/5500 94 325/3000 229 2170
Allure 1.6 e-HDi EGC	- 5 1784	6424	6-A 18 11	12 13.3 74.	.3 98	1560 91	1/4000	- 1	70/1750	- 1	170 820	RENAULT UK dealers: 150 Warranty: 4 years/100,000miles Servicing: 18,000miles
Allure 1.6 e-HDi Crossway 1.6 e-HDi	- 5 1804 - 5 1854	6676	5-M 18 11	13 12.8 70.	6 103	1560 91	1/4000	- 1	70/1750	- 1	160 1270	Clie
Crossway 1.6 e-HDi Feline 1.6 e-HDi	- 5 1914 - 5 1884											Expression+ dCi 90 - 5 14595 6130 5-M 13 110 11.7 83.1 90 1461 89/4000 - 162/1750 - 1071 / 1071 - 1071 / 10
Feline 1.6 e-HDi New 308	- 5 1944	7000	6-M 20 11	17 10.4 70.	6 105	1560 113	3/3600	- 1			180 1300 ★★★	Expression+ dCi 90 ECO - 5 14845 6235 5-M 13 112 12.0 88.3 83 1461 894000 - 162/1750 - 1071 / Dynamique MediaNav dCi 90 312 5 15595 6550 5-M 13 110 11.7 83.1 90 1461 894000 - 162/1750 - 1071 / Dynamique MediaNav dCi 90 312 5 15595 6550 5-M 13 110 11.7 83.1 90 1461 894000 - 162/1750 - 1071 / Dynamique MediaNav dCi 90 312 5 15595 6550 5-M 13 110 11.7 83.1 90 1461 894000 - 162/1750 - 1071 / Dynamique MediaNav dCi 90 312 5 15595 6550 5-M 13 110 11.7 83.1 90 1461 894000 - 162/1750 - 1071 / Dynamique MediaNav dCi 90 312 5 15595 6550 5-M 13 110 11.7 83.1 90 1461 894000 - 162/1750 - 1071 / Dynamique MediaNav dCi 90 312 5 15595 6550 5-M 13 110 11.7 83.1 90 1461 894000 - 162/1750 - 1071 / Dynamique MediaNav dCi 90 312 5 15595 6550 5-M 13 110 11.7 83.1 90 1461 894000 - 162/1750 - 1071 / Dynamique MediaNav dCi 90 312 5 15595 6550 5-M 13 110 11.7 83.1 90 1461 894000 - 162/1750 - 1071 / Dynamique MediaNav dCi 90 312 5 15595 6550 5-M 13 110 11.7 83.1 90 1461 894000 - 162/1750 - 1071 / Dynamique MediaNav dCi 90 312 5 15595 6550 5-M 13 110 11.7 83.1 90 1461 894000 - 162/1750 - 1071 / Dynamique MediaNav dCi 90 312 5 15595 6550 5-M 13 110 11.7 83.1 90 1461 894000 - 162/1750 - 1071 / Dynamique MediaNav dCi 90 312 5 15595 6550 5-M 13 110 11.7 83.1 90 1461 894000 - 162/1750 - 1071 / Dynamique MediaNav dCi 90 312 5 15595 6550 5-M 13 110 11.7 83.1 90 1461 894000 - 162/1750 - 1071 / Dynamique MediaNav dCi 90 312 5 15595 6550 5-M 13 110 11.7 83.1 90 1461 894000 - 162/1750 - 1071 / Dynamique MediaNav dCi 90 312 5 15595 6550 5-M 13 110 11.7 83.1 90 1461 894000 - 162/1750 - 1071 / Dynamique MediaNav dCi 90 312 5 15595 6550 5-M 13 110 11.7 83.1 90 1461 894000 - 162/1750 - 1071 / Dynamique MediaNav dCi 90 312 5 15595 6550 5-M 13 110 11.7 83.1 90 1461 894000 - 162/1750 - 1071 / Dynamique MediaNav dCi 90 312 5 15595 6550 5-M 13 110 11.7 83.1 90 1461 894000 - 162/1750 - 1071 / Dynamique MediaNav dCi 90 312 5 15595 6550 5-M 13 110 11.7 83.1 90 1461 894000 - 162/1750 - 1071 / Dynamique MediaNav dCi 90 312 5 15595 6550 5-M 13 110 11.7 83.1 90 1461
A significant leap forward, in quali	ity and dyna - 5 1684								in its c	lass.		Dynamique MediaNav dCi 90 ECO - 5 15845 6655 5-M 13 112 12.0 88.3 83 1461 89/4000 - 162/1750 - 1071
Active 1.6 HDi Active 1.6 HDi	- 5 1854	8160	5-M 15 11	13 11.3 78.	.5 93	1560 91	1/4000	- 1	70/1750	- 1	340 1300	Dynamique MediaNav dCi 90 EDC Auto - 5 16895 7096 6-A 13 109 12.9 76.3 95 1461 89/4000 - 162/1750 - 1152 10 11.7 83.1 90 1461 89/4000 - 162/1750 - 1071 10 11.7 83.1 9
Active 1.6 BlueHDi	- 5 1934 - 5 1974	8293	6-M 22 12	22 9.7 91.	.1 82	1598 11	8/3500	- 2	21/1750	- 1	430 1400	Dynamique S MediaNav dCi 90 EDC Auto - 5 17895 7516 6-A 13 109 12.9 76.3 95 1461 89/4000 - 162/1750 - 1152 Captur Rating ***
Allure 1.6 HDi Allure 1.6 BlueHDi	- 5 2054 - 5 2094	8797	6-M 24 12	22 9.7 88.	.3 84	1598 11	8/3500	- 2	21/1750	- 1	395 1400 430 1400	Renault's answer to Nissan's Juke, but cheaper and more frugal. It's practical and good to drive, too. Expression+ dCi 90 5 15595 6550 5-M 11 106 13.1 78.5 95 1461 89/4000 162/1750 1170
Allure 2.0 BlueHDi Allure 2.0 BlueHDi Automatic	- 5 2184 - 5 2284	5 8738	6-M 25 13	82 8.9 70.	6 105	1998 14	18/3750	- 2	73/2000	- 1	490 1600 535 1500	Dynamique MediaNav dCi 90 315 5 16595 6970 5-M 12 106 13.1 78.5 95 1461 89/4000 - 162/1750 - 1170 Dynamique MediaNav dCi 90 EDC Auto - 5 17595 7390 6-A 12 106 13.5 72.4 103 1461 89/4000 - 162/1750 - 1213
GT Line 1.6 HDi GT Line 2.0 BlueHDi	- 5 2209 - 5 2339	9280	6-M tba 11	18 11.9 74.	.3 100	1560 114	4/3600	- 1	99/1750	- 1	395 1400 490 1600	Dynamique S MediaNav dCi 90 331 5 18095 7600 5-M 12 106 13.1 78.5 95 1461 89/4000 - 162/1750 - 1170
T Line 2.0 BlueHDi Automatic	- 5 2439	9758	6-A tba 13	81 8.6 68.	.9 107	1998 14	18/3750	- 2	73/2000	- 1	535 1500 540 1500	Dynamique S MediaNav dCi 90 EDC Auto - 5 19095 8020 6-A 12 106 13.5 72.4 103 1461 89/4000 - 162/1750 - 1213 Signature dCi 90 - 5 18895 7936 5-M 12 106 13.1 78.5 95 1461 89/4000 - 162/1750 - 1170
T 2.0 BlueHDi Automatic W Access 1.6 HDi	- 5 25844 - 5 17544	7720	5-M 15 11	12 13.7 74.	.3 99	1560 91	1/4000	- 1	70/1750	- 1	430 1200	Signature dCi 90 EDC Auto - 5 19895 8356 6-A 12 106 13.5 72.4 103 1461 89/4000 - 162/1750 - 1213 Megane Rating ***
W Active 1.6 HDi W Active 1.6 HDi	- 5 1924 - 5 2004	8419	6-M 18 11	19 12.0 76.	.3 95	1560 114	4/3600	- 1	99/1750	- 1		Facelift brings keener prices and good equipment levels to compete with new entrants in the medium class. Expression+ dCi 110 - 5 18245 7298 6-M 19 118 12.1 80.7 90 1461 109/4000 - 192/1750 - 1215
SW Active 1.6 BlueHDi SW Allure 1.6 HDi	- 5 2044 - 5 2124	8923	6-M 18 11	17 12.5 74.	.3 100	1560 114	4/3600	- 1	99/1750	- 1	455 1300	Expression+ dCi 110 EDC Auto - 5 19245 7698 6-A 19 118 11.7 67.3 110 1461 109/4000 - 1771/750 - 1290 DynamiqueTomTom dCi 110 - 5 19245 7698 6-M 19 118 12.1 80.7 90 1461 109/4000 - 1921/750 - 1215
W Allure 1.6 BlueHDi W Allure 2.0 BlueHDi	- 5 2164 - 5 2254	9091	6-M 24 12	21 12.1 85.	.6 88	1560 11	8/3500	- 2	21/1750	- 1	475 1300	DynamiqueTomTom dCi 110 EDC Auto
SW Allure 2.0 BlueHDi Automatic SW GT Line 1.6 HDi	- 5 2354 - 5 2279	9418	6-A 25 13	30 10.0 67.	.2 111	1997 14	18/3750	- 2	73/2000	- 1	535 1400 455 1300	Limited dCi 110 - 5 19745 7898 6-M 19 118 12.1 80.7 90 1461 109/4000 - 192/1750 - 1215
SW GT Line 2.0 BlueHDi	- 5 2409	9638	6-M tba 13	30 10.1 70.	6 105	1997 14	18/3750	- 2	73/2000	- 1	550 1500	Limited dCi 130 - 5 20245 7693 6-M 21 124 9.8 70.6 104 1598 129/4000 - 236/1750 - 1320
W GT Line 2.0 BlueHDi Automatic	- 5 25099 - 5 26549								95/2000	-	tba 1400	GT Line TomTom dCi 110 - 5 20745 8298 6-M 19 118 12.1 80.7 90 1461 109/4000 - 192/1750 - 1215 GT Line TomTom dCi 110 EDC Auto - 5 21745 8698 6-A 19 118 11.7 67.3 110 1461 109/4000 - 177/1750 - 1290
308 Comfortable with quiet and frugal HDi	i engines. N	ot bad v	value, but	t not as ca	apable	as Golf	lf Cabri	iolet.		•	****	GT Line TomTom dCi 130 - 5 21245 8073 6-M 22 124 9.8 70.6 104 1598 129/4000 - 236/1750 - 1320 Coupé Dynamique TomTom dCi 110 - 3 20945 8797 6-M 19 118 12.1 80.7 90 1461 109/4000 - 192/1750 - 1205
CC Active 1.6 e-HDi CC Roland Garros 2.0 HDi	292 2 2436 - 2 2780	8284	6-M 18 11	19 13.0 58.	9 124	1560 113	3/3600	- 1				Coupé Dynamique TomTom dCi 110 EDC Auto - 3 21945 9217 6-A 19 118 11.7 67.3 110 1461 109/4000 - 177/1750 - 1205 Coupé Dynamique TomTom dCi 130 - 3 21445 8578 6-M 22 124 9.8 70.6 104 1598 129/4000 - 236/2000 - 1320
	- 2 2866								51/2000	- 1		Coupé Limited dCi 110 - 3 21445 9007 6-M 19 118 12.1 80.7 90 1461 10914000 - 192/1750 - 1205 Coupé Limited dCi 110 EDC Auto - 3 22445 9427 6-A 19 118 11.7 67.3 110 1461 10914000 - 177/1750 - 1205
🦣 ashqai challenger with a classy cabi										•		Coupé Limited dCi 130 - 3 21945 8778 6-M 22 124 9.8 70.6 104 1598 129/4000 - 236/2000 - 1320
Access 1.6 HDi Access 1.6 e-HDi EGC	- 5 1904 - 5 1989	8356	6-A 18 11	10 14.0 67.	.3 110	1560 114	4/3600	- 1	99/1750	- 1	626 1090	Coupé GT Line TomTom dCi 110 - 3 22445 9427 6-M 19 118 12.1 80.7 90 1461 109/4000 - 192/1750 - 1205 Coupé GT Line TomTom dCi 110 EDC Auto - 3 23445 9847 6-A 19 118 11.7 67.3 110 1461 109/4000 - 177/1750 - 1205
Active 1.6 HDi Active 1.6 e-HDi EGC	- 5 2049 - 5 2134	8965	6-A 18 11	10 14.0 67.	.3 110	1560 114	4/3600	- 1	99/1750 99/1750	- 1	590 1090 626 1090	Coupe GT Line TomTom dCi 130
Active 2.0 HDi Allure 1.6 HDi	- 5 21600 - 5 2244	9072	6-M 24 12	21 9.7 53.	2 139	1997 14	18/3750	- 2	51/2000	- 1	669 1500 590 1300	ST Expression+ dCi 110 EDC Auto - 5 20245 7693 6-A 19 118 12.1 67.3 110 1461 109/4000 - 177/1750 - 1289 ST Dynamique TomTom dCi 110 - 5 20245 7693 6-M 19 118 12.1 80.7 90 1461 109/4000 - 192/1750 - 1302
Allure 1.6 e-HDi EGC Allure 2.0 HDi	- 5 23295 - 5 23550	9784	6-A 17 11	10 14.0 65.	7 112	1560 114	4/3600	- 1	99/1750	- 1	626 1300 669 1500	ST Dynamique TomTom dCi 110 EDC Auto - 5 21245 8073 6-A 19 118 12.1 67.3 110 1461 109/4000 - 177/1750 - 1289
Allure 2.0 HDi Auto	- 5 2471	10380	6-A 23 12	27 10.2 51.	4 145	1997 16	31/3750	- 2	51/2000	- 1	701 1500	ST Limited dCi 110 - 5 20745 7883 6-M 19 118 12.1 80.7 90 1461 109/4000 - 192/1750 - 1302
Crossway 1.6 HDi Crossway 2.0 HDi	- 5 23445 - 5 24550	10311	6-M 24 12	21 9.7 53.	.2 139	1997 14	18/3750	- 2	51/2000	- 1	590 1300 669 1500	ST Limited dCi 110 EDC Auto - 5 21745 8263 6-A 19 118 12.1 67.3 110 1461 109/4000 - 177/1750 - 1289 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
HYbrid4 Active HYbrid4 Allure	- 5 27245 - 5 28245											ST GT Line TomTom dCi 110 - 5 21745 8263 6-M 19 118 12.1 80.7 90 1461 109/4000 - 192/1750 - 1302 5T GT Line TomTom dCi 110 EDC Auto - 5 22745 8643 6-A 19 118 12.1 67.3 110 1461 109/4000 - 177/1750 - 1289
					(RANGE) CO2 G/KM					EPM W	(KG)	ISSUE TESTED DOORS LIST PRICE E TRADE-IN VALUE GEARBOY INS. GROUP TOP SPEED O-COMPHED INFO COMPHED INFO COMPHED INFO GRANGE COZ GANN ELECTINE MOTOR ELECTINE MOTOR WERE BY TIRPHY KERB WIGHT (KG)
	ISSUE TESTED DOORS LIST PRICE £	TRADE-IN VALUE	GEARBOX INS. GROUP TOP SPEED	0-62MPH BINED MPG	C02	ENG			E E	5 5	KERB WEIGHT Tov Weight	IST P SILE TO PERSON OF THE PE

ISSUE TESTED DORNS LIST PRINCE	TRADE-IN VALUE	GEARBOX INS. GROUP	O-62MPH COMBINED MPG	(RANGE) CO2 G/KM	ENGINE POWER BHP/RPM	ELECTRIC MOTOR Power Bhp	ENGINE TORQUE LB FT/RPM	KERB WEIGHT (KG) TOWING WEIGHT (KG)	ISSUE TESTED DOORS LIST PRICE E TRADE-IN VALUE GEARBOX INS. GROUP TOP SPEED O-EXMPH CON BINE TOWER ENGINE TOWER BHENNET TORQUE LIST TARPA ELECTRIC MOTOR KEENTE MOTOR WERE WEIGHT (KG) WEIGHT (KG)
Megane (continued) ST GT Line TomTom dCi 130 - 5 2224		. 14 00 4							SE 1.4 TDI - 5 15390 tba 5-M tba 113 11.1 83.1 88 1422 89/3000 - 170/1750 - 1156 1200 SE 1.4 TDI Auto - 5 16390 tba 5-M tba 113 11.1 78.5 94 1422 89/3000 - 170/1750 - 1186 1200
ST GT Line TomTom dCi 130 - 5 2224 CC Dynamique TomTom dCi 110 - 2 2454 CC Dynamique TomTom dCi 110 EDC Auto - 2 2550 CC Dynamique TomTom dCi 130 - 2 2500	5 8836 6 5 9196 6	6-M 17 1 6-A 17 1	18 12.4 62 18 13.2 58	.8 115 14 .9 124 14	61 109/400 61 109/400	0 - 1	92/1750 77/1750	- 1320 1500 - 1576 750 - 1600 750 - 1621 750	SE L 1.4 TDI - 5 16240 bba 5-M tba 113 11.1 83.1 88 1422 89/3000 - 170/1750 - 1156 1200 SE L 1.4 TDI Auto - 5 16840 bba 5-M tba 120 10.1 80.7 90 1422 89/3000 - 170/1750 - 1166 1200 SE L 1.4 TDI - 5 16840 bba 5-M tba 120 10.1 80.7 90 1422 104/3500 - 124/1750 - 1165 1200
CC GT Line TomTom dCi 110 EDC Auto - 2 2704	5 9736 6	6-A 17 1	18 13.2 58	.9 124 14	61 109/400	0 - 1	77/1750 36/1750	- 1600 750 - 1621 750	Fabia Rating ★★★★ Cheap to buy and economical to run. It's spacious, solid and built to last, and is decent to drive, too. 1.6 TDI CR - 5 12430 5469 5-M 7 103 14.1 67.3 109 1598 74/4000 - 144/1500 - 1129 1000
Spacious, comfortable, frugal and stylish, and a XMOD Dynamique TomTom 1.5 dCi 110 5 2125 XMOD Dynamique TomTom 1.5 dCi 110 EDC Auto 5 2238	5 7240 6	6-M 19 1	12 12.5 68	.9 105 14	61 109/400	0 - 1	92/1750	- 1457 1300 - 1479 1300	GreenLine II 1.2 TDI CR 310 5 14275 5996 5-M 8 107 14.2 83.1 88 1199 744200 - 133/2000 - 1128 1000 SE 1.6 TDI CR - 5 13365 5881 5-M 8 103 14.1 67.3 199 1598 7444000 - 144/1500 - 1129 1000 SE 1.6 TDI CR - 5 14180 6239 5-M 14 117 10-9 67.3 109 1598 1044400 - 144/1500 - 1144 1200
XMOD Dynamique TomTom 1.6 dCi 130 - 5 2238 Dynamique TomTom 1.5 dCi 110 - 5 2129 Dynamique TomTom 1.5 dCi 110 EDC Auto - 5 2238	5 7614 6 5 7240 6	5-M 24 12 5-M 19 1	21 10.3 64 12 12.5 68	.2 114 15 .9 105 14	98 129/400 61 109/400	0 - 2	36/1750 92/1750	- 1511 1300 - 1434 1300	Elegance 1.6 TDI CR 274 5 15266 6737 5-M 12 100 12.6 67.3 109 1598 894200 - 170/1500 - 1129 1200 12.6 67.3 109 1598 8942400 - 170/1500 - 1129 1200 1200 1200 1200 1200 1200 1200
Dynamique TomTom 1.6 dCi 130 - 5 2239 Limited 1.5 dCi 110 - 5 2179	5 7614 6 5 7410 6	5-M 23 12 5-M 19 1	21 10.3 64 12 12.5 68	.2 114 15 .9 105 14	98 129/400 61 109/400	0 - 2	36/1750 92/1750	- 1490 1300 - 1434 1300 - 1461 1300	Monte Carlo Tech 1.6 TDI CR - 5 16265 7157 5-M 16 117 10.9 67.3 109 1598 104/4400 - 184/1500 - 1144 1200 Estate S 1.6 TDI CR - 5 13045 6262 5-M 7 109 14.2 67.3 109 1598 74/4000 - 144/1500 - 1149 1000 Estate Greenline II 1.2 TDI CR - 5 14890 6552 5-M 8 107 14.3 83.1 88 179 74/4200 - 133/2000 - 1144 1000
	5 7784 6 5 7655 6	5-M 23 12 5-M 19 1	21 10.3 64 12 13.5 68	.2 114 15 .9 105 14	98 129/400 61 109/400	0 - 2	92/1750 92/1750	- 1490 1300 - 1516 1300 - 1544 1300	Estate SE 1.6 TDI CR - 5 14803 6810 5-M 12 110 12.7 67.3 109 1598 894200 - 170/1500 - 1149 1200 Estate SE 1.6 TDI CR - 5 15033 6813 5-M 14 118 11.0 67.3 109 1598 1044400 - 184/1500 - 1164 1200 Estate Elegance 1.6 TDI CR - 5 16115 7091 5-M 14 118 11.0 67.3 109 1598 1044400 - 184/1500 - 1164 1200
Grand Dynamique TomTom 1.6 dCi 130 318 5 2361 Grand Limited 1.5 dCi 110 5 2301 Grand Limited 1.5 dCi 110 EDC Auto 5 2411	5 8029 6 5 7825 6	5-M 24 12 5-M 19 1	21 11.1 64 12 13.5 68	.2 114 15 .9 105 14	98 129/400 61 109/400	0 - 2	92/1750 92/1750		Estate Brout 1.6 TDI CR - 5 16100 7084 5-M 15 118 11.0 67.3 109 1598 104/4400 - 184/1500 - 1164 1200 Estate Monte Carlo 1.6 TDI CR - 5 16707 7366 5-M 16 118 11.0 67.3 109 1598 104/4400 - 184/1500 - 1164 1200 Estate Monte Carlo Tech 1.6 TDI CR - 5 16770 7366 5-M 16 118 11.0 67.3 109 1598 104/4400 - 184/1500 - 1164 1200
Grand Limited 1.6 dCi 130 - 5 2411 Twizy It's funky, and a real hoot. This city quadricycle					98 129/400	0 - 2		- 1563 1300 ng ★★★★	Rating **** Dumpy looks do it no favours: this mini MPV is versatile and roomy, and isn't too bad to drive either. GreenLine If 1.2 TDI CR - 5 16325 5551 5-M 9 103 15.4 67.3 109 1199 74/4/200 - 133/2000 - 1239 1200
Urban - 2 689 Technic - 2 759 Zoe		I-A 10 5 I-A 11 5	0 - (6 0 - (6	2) 0 · 2) 0 ·		17 17	-	42 474 0 42 474 0	SE 1.6 TDI CR - 5 15415 5549 5-M 11 106 13.3 60.1 124 1598 89/4200 - 170/1500 - 1247 1200 SE 1.6 TDI CR - 5 15640 5630 5-M 13 112 11.5 60.1 124 1598 104/4400 - 184/1500 - 1247 1200
All-electric supermini priced in line with a diesel Expression - 5 1399 Dynamique Zen - 5 1519	5 tba 1 5 tba 1	I-A 15 8 I-A 16 8	4 13.5 (13 4 13.5 (13	30) 0 ·		87 87		162 1468 0 162 1468 0	Scout 1.6 TDI CR - 5 15995 5747 5-M 11 106 13.3 60.1 124 1598 8914200 - 170/1500 - 1247 1200 Scout 1.6 TDI CR - 5 16190 5828 5-M 13 112 11.5 60.1 124 1598 104/4400 - 184/1500 - 1247 1200 Rapid Rapid
Dynamique Intens 315 5 1519 SEAT						87		162 1468 0	You'want a hatch that mimics a saloon yet has bags of room and vroom? Here's one from Skoda. \$ 1.6 TDI CR
UK dealers: 123 Warranty: 3 years/60,0 Ibiza It's got driving edge and the reassurance of VW	backing. I	Prices a	re keen a	nd stand	ard kit isr	't bad		ng ★★★★	\$ 1.6 TDI CR - 5 16830 7229 5-M 16 118 10.6 64.2 114 1598 104/400 - 124/1500 - 1179 1200 GreenLine 1.6 TDI CR - 5 17815 7839 5-M 31 16 12.0 74.3 9 1398 89/4200 - 170/1500 - 1263 SE 1.6 TDI CR - 5 16805 7394 5-M 13 114 12.0 64.2 114 1598 89/4200 - 170/1500 - 1190 1200
SC \$ 1.2 TDI - 3 1330 SC \$ 1.2 TDI Ecomotive - 3 1383 SC \$E 1.2 TDI Ecomotive - 3 1436	0 5532 5	5-M 7 10	7 13.9 80	.7 92 11	99 74/4000) - '		- 1135 1000 - 1150 1000 - 1150 1000	SE 1.6 TDI CR Auto - 5 17956 7905 7-A 13 114 12.2 62.8 118 1598 894/200 - 170/1500 - 1210 1200 SE 1.6 TDI CR GreenTech - 5 17055 7504 5-M 13 114 12.0 72.4 104 1398 894/200 - 170/1500 - 1191 1200 SE 1.6 TDI CR - 5 17380 7647 5-M 15 118 10.6 64.2 114 1598 104/4400 - 184/1500 - 1179 1200
SC SE 1.6 TDI - 3 1491 SC FR 1.6 TDI - 3 1591 SC FR 2.0 TDI - 3 1708	0 6364 5	-M 14 1	17 10.5 65	.7 112 15	98 103/440 98 103/440 68 141/420	0 - 1		- 1170 1200 - 1170 1200 - 1245 1200	SE 1.6 TDI CR GreenTech - 5 17630 7757 5-M 15 118 10.6 70.6 106 1598 104/4400 - 184/1500 - 1179 1200 Elegance 1.6 TDI CR - 5 17555 7724 5-M 13 114 12.0 64.2 114 1598 89/4200 - 170/1500 - 1190 1200 Elegance 1.6 TDI CR Auto - 5 18715 8235 7-A 13 114 12.2 62.8 118 1598 89/4200 - 170/1500 - 120 1200
S 1.2 TDI - 5 1385 S 1.2 TDI Ecomotive - 5 1436 SE 1.2 TDI Ecomotive 299 5 1491	0 5752 5 0 5964 5	5-M 7 10 5-M 7 10	07 13.9 80 07 13.9 80	.7 92 11 .7 92 11	99 74/4000 99 74/4000 99 74/4000) - '	33/1500	- 1135 1000 - 1150 1000 - 1150 1000	Elegance 1.6 TDI CR GreenTech - 5 17895 7834 5-M 13 114 12.0 72.4 104 1598 89/4200 - 170/1500 - 1190 1200 Elegance 1.6 TDI CR GreenTech - 5 18380 7977 5-M 15 118 10.6 64.2 114 1598 104/4400 - 184/1500 - 1179 1200 Elegance 1.6 TDI CR GreenTech - 5 18380 8087 5-M 15 118 10.6 70.6 106 1598 104/4400 - 184/1500 - 1179 1200
SE 1.6 TDI - 5 1546 FR 1.6 TDI - 5 1646 FR 2.0 TDI - 5 1763	0 6584 5 5 7054 6	5-M 14 1 5-M 22 1	17 10.5 65 30 8.2 60	.7 112 15 .1 123 19	98 103/440 98 103/440 68 141/420	0 - 2	36/1750	- 1170 1200 - 1170 1200 - 1245 1200	Spaceback S 1.6 TDI CR - 5 16140 7102 5-M 13 113 11.9 64.2 114 1598 894200 - 170/1500 - 1185 1200 Spaceback S 1.6 TDI CR Auto - 5 17300 7612 7-A 13 113 12.1 62.8 118 1598 894200 - 170/1500 - 1205 1200 Spaceback S 1.6 TDI CR - 5 16790 7388 5-M 15 118 10.3 64.2 114 1598 1044400 - 124/1500 - 1185 1200
ST S 1.2 TDI - 5 1455 ST S 1.2 TDI Ecomotive - 5 1508 ST SE 1.2 TDI Ecomotive - 5 1561	0 6032 5 0 6244 5	5-M 7 10 5-M 7 10	07 14.6 80 07 14.6 80	.7 92 11 .7 92 11	99 74/4000 99 74/4000 99 74/4000) - '	33/1500 33/1500	- 1190 1000 - 1205 1000 - 1205 1000	Spaceback GreenLine 1.6 TDI CR 33.1 5 17195 7566 5-M 14 114 11.9 74.3 99 1598 8914200 - 170/1500 - 1183 0 5 17280 7603 5-M 14 114 113 71.9 64.2 114 1598 8914200 - 170/1500 - 1185 1200 5 17280 7603 5-M 14 113 11.9 64.2 114 1598 8914200 - 170/1500 - 1205 1200 Spaceback SE Tech 1.6 TDI CR Auto - 5 18440 8114 7-A 14 113 12.1 62.8 118 1598 8914200 - 170/1500 - 1205 1200
Toledo	0 6864 5	5-M 14 1	17 10.9 65	.7 112 15		0 - 1	84/1500 Ratii	- 1225 1200 - 1225 1200 ng ***	Spaceback SE Tech 1.6 TDI CR GreenTech - 5 17530 7713 5-M 14 113 12.1 70.6 104 1598 89/4200 - 170/1500 - 1185 1200 Spaceback SE Tech 1.6 TDI CR GreenTech - 5 17930 7889 5-M 16 118 10.3 64.2 114 1598 104/4400 - 184/1500 - 1185 1200 Spaceback SE Tech 1.6 TDI CR GreenTech - 5 18180 7999 5-M 16 118 10.3 70.6 106 1598 104/4400 - 184/1500 - 1185 1200
S 1.6 TDI Auto - 5 1698	0 6860 5 5 6794 7	5-M 15 1 7-A 14 1	18 10.4 72 14 12.2 62	.4 104 15 .8 118 15	98 103/440 98 89/4200	0 - 1	84/1500 70/1500	- 1265 1200 - 1285 1200	Spaceback SE Sport 1.6 TDI CR 5 18480 8131 5-M 14 113 11.9 64.2 114 1598 89/4200 - 170/1500 - 185 1200 Spaceback SE Sport 1.6 TDI CR Auto - 5 19640 8642 7-A 14 113 12 62.8 118 1598 89/4200 - 170/1500 - 1205 1200 Spaceback SE Sport 1.6 TDI CR GreenTeich - 5 18730 8241 5-M 14 113 12.7 70.6 104 1598 89/4200 - 170/1500 - 185 1200 Spaceback SE Sport 1.6 TDI CR GreenTeich - 5 18730 8241 5-M 14 113 12.7 70.6 104 1598 89/4200 - 170/1500 - 185 1200 Spaceback SE Sport 1.6 TDI CR Quito - 5 19640 8642 7-M 1205 1200 Spaceback SE Sport 1.6 TDI CR Quito - 5 19640 8642 7-M 170/1500 - 1105 1200 Spaceback SE Sport 1.6 TDI CR Quito - 5 18730 8241 5-M 14 113 12.7 70.6 104 1598 89/4200 - 170/1500
	5 7282 7	7-A 14 1	14 12.2 62	.8 118 15	98 89/4200) - '	70/1500 84/1500	- 1265 1200 - 1285 1200 - 1265 1200	Spaceback SE Sport 1.6 TDI CR - 5 19130 8417 5-M 16 118 10.3 64.2 114 1598 104/4400 - 184/1500 - 1185 1200 Spaceback SE Sport 1.6 TDI CR GreenTech- 5 19380 8527 5-M 16 118 10.3 70.6 106 1598 104/4400 - 184/1500 - 1185 1200 Octavia Rating ************************************
	5 7006 5	-M 13 1	19 10.6 74	.3 99 15	98 103/300	0 - 1	nt. 84/1500	- 1266 1500	Has grace, space and pace. All underpinned by VW Golf origins. A cracking combination. - 5 18568 1078 5-7 113 121 10.8 74.3 99 1598 104/3000 - 184/1500 - 1230 1500 - 15 16 TDI CR Auto - 5 19610 8628 7-A 13 121 10.9 72.4 102 1598 104/3000 - 184/1500 - 1245 1500
	5 7954 7 5 7850 6	7-A 13 1 5-M 14 1	19 10.6 72 22 10.4 85	.4 102 15 .6 87 15	98 103/300 98 109/320	0 - 1	84/1500 84/1500	- 1266 1500 - 1281 1500 - 1240 1000	SE 1.6 TDI CR 313 5 19710 672 5-M 13 121 10.8 74.3 99 1598 104/3000 - 184/1500 - 1220 1500 SE 1.6 TDI CR Auto - 5 20609 9222 7-A 13 121 10.9 72.4 102 1598 104/3000 - 184/1500 - 1245 1500 SE 2.0 TDI CR - 5 20610 9068 6-M 19 135 8.5 68.9 106 1968 148/3500 - 256/1750 - 1255 1600
SC SE 2.0 TDI Auto - 3 2123 SC FR 2.0 TDI - 3 2153	5 8494 6 0 8612 6	S-A 19 13 S-M 20 13	31 8.3 64 34 8.3 68	.2 117 19 .9 106 19	68 148/350	0 - 2	36/1750 36/1750	- 1285 1600 - 1302 1600 - 1285 1600	SE 2.0 TDI CR Auto - 5 21860 9618 6-A 19 134 8.6 62.8 119 1968 148/3500 - 236/1750 - 1275 1600 GreenLine III 1.6 TDI CR 328 5 20000 9332 6-M 15 128 10.6 88.3 85 1598 108/3200 - 124/1500 - 1250 1500 SE Business 1.6 TDI CR - 5 19560 8606 5-M 14 121 10.8 74.3 99 1598 104/3000 - 1240 1500 - 1230 1500
SC FR 2.0 TDI Auto - 3 2288 SC FR 2.0 TDI 320 3 2252 SC FR 2.0 TDI Auto - 3 2381	0 9008 6 0 9548 6	5-M 26 14 5-A 26 14	42 7.4 67 40 7.4 62	.3 109 19 .8 119 19	68 181/400 68 181/400	0 - 2	80/1750 80/1750	- 1302 1600 - 1350 1600 - 1370 1600	SE Business 1.6 TDI CR Auto - 5 20810 9156 7-A 14 121 10.9 72.4 102 1598 104/3000 - 184/1500 - 1245 1500 SE Business 1.6 TDI CR GreenLine III - 5 20150 8866 6-M 15 1285 1690 106 1968 148/3500 - 236/1750 - 1255 1600 SE Business 2.0 TDI CR
	5 7574 5 5 8074 7	5-M 13 1 ⁴ 7-A 13 1 ⁴	19 10.7 74 19 10.7 72	.3 99 15 .4 102 15	98 103/300 98 103/300	0 - 1	84/1500 84/1500	- 1286 1500 - 1286 1500 - 1301 1500	SE Business 2.0 TDI CR Auto - 5 21710 9552 6-A 20 134 8.6 62.8 119 1968 148/3500 - 236/1750 - 1275 1600 Elegance 1.6 TDI CR - 5 21410 9420 5-M 14 121 10.8 74.3 99 1598 104/3000 - 128/1500 - 1220 1500 Elegance 1.6 TDI CR Auto - 5 22669 9970 7-A 14 121 10.9 72.4 102 1598 104/3000 - 124/1500 - 1245 1500
SE 2.0 TDI - 5 2028 SE 2.0 TDI Auto - 5 2153	5 8114 6 5 8614 6	6-M 19 13 6-A 19 13	34 8.4 68 31 8.4 64	.9 106 19 .2 117 19	68 148/350 68 148/350	0 - 2	36/1750 36/1750	- 1260 1000 - 1305 1600 - 1322 1600 - 1305 1600	Elegance 2.0 TDI CR - 5 22310 9816 6-M 20 135 8.5 68.9 106 1968 148/3500 - 236/1750 - 1255 1600 Elegance 2.0 TDI CR Auto - 5 23550 10366 6-A 20 134 8.6 62.8 119 1968 148/3500 - 236/1750 - 1275 1600 Black Edition 1.6 TDI CR - 5 21689 9541 5-M 14 121 10.8 74.3 99 1598 104/3500 - 124/1500 - 1230 1500
FR 2.0 TDI Auto - 5 2318 FR 2.0 TDI - 5 2282	0 9272 6 0 9128 6	6-A 20 13 6-M 26 14	31 8.4 64 42 7.5 67	.2 117 19 .3 109 19	68 148/350 68 181/400	0 - 2	36/1750 80/1750	- 1322 1600 - 1345 1600 - 1390 1600	Black Edition 1.6 TDI CR Auto - 5 22935 10091 7-A 14 121 10.9 72.4 102 1598 104/3000 - 184/1500 - 1245 1500 Black Edition 2.0 TDI CR - 5 22858 9937 6-M 20 135 8.5 68.9 106 1968 148/3500 - 236/1750 - 1275 1600 Black Edition 2.0 TDI CR Auto - 5 23831 50487 6-A 2 0134 8.6 6.6 28 119 1968 148/3500 - 236/1750 - 1275 1600
ST S 1.6 TDI - 5 1881 ST SE 1.6 TDI - 5 1993	0 7524 5 0 7972 5	5-M 13 1 5-M 13 1	19 11.1 74 19 11.1 74	.3 99 15 .3 99 15	98 103/300 98 103/300	0 - 1	84/1500 84/1500	- 1331 1500 - 1331 1500 - 1351 1500	Laurin & Klement 2.0 TDl CR
ST SE 1.6 TDI Ecomotive - 5 2092 ST SE 2.0 TDI - 5 2128	0 8368 6 0 8512 6	5-M 14 13 5-M 19 13	22 10.4 85 34 8.6 68	.6 87 15 .9 106 19	98 109/320 68 148/350	0 - 2	84/1500 236/1750	- 1280 1000 - 1350 1600 - 1380 1600	VRS 2.0 TDI CR Auto - 5 25410 11180 6-A 26 143 8.2 56.5 129 1988 181/3500 - 280/1750 - 1415 1600 Estate S 1.6 TDI CR Auto - 5 19165 8433 5-M 31 319 11.0 74.3 99 1598 140/3000 - 1484/1500 - 1267 1500 Estate S 1.6 TDI CR Auto - 5 20415 8983 7-A 1 31 191 1.1 7.06 104 1598 140/3000 - 1264/1500 - 1262 1500
ST FR 2.0 TDI 330 5 2282 ST FR 2.0 TDI Auto - 5 2417	5 9130 6 5 9670 6	5-M 20 13 5-A 20 13	34 8.6 68 31 8.6 62	.9 106 19 .8 119 19	68 148/350 68 148/350	0 - 2	36/1750 36/1750	- 1350 1600 - 1380 1600 - 1415 1600	Estate SE 1.6 TDI CR - 5 20515 9027 5-M 13 119 11.0 74.3 99 1598 104/3000 - 184/1500 - 1247 1500 Estate SE 1.6 TDI CR Auto - 5 21765 9977 7-A 13 119 11.7 70.6 119 1598 104/3000 - 184/1500 - 1360 1700 Estate SE 1.6 TDI CR 4v4 - 5 21965 9665 5-M 13 117 17.7 60.1 119 1598 104/3000 - 1364/1500 - 1360 1700
ST FR 2.0 TDI Auto - 5 2516 X-Perience SE 2.0 TDI - 5 2438	5 10066 6 5 9754 6	S-A 26 14 S-M 19 12	40 7.8 60 29 8.7 57	.1 122 19 .6 129 19	68 181/400 68 148/350	0 - 2	80/1750 51/1750	- 1435 1600 - 1484 2000 - 1484 2000	Estate SE 2.0 TDI CR Auto - 5 21415 9423 6-M 19 134 8.6 67.3 110 1968 148/3500 - 236/1750 - 1272 1600 Estate SE 2.0 TDI CR Auto - 5 22665 9973 6-A 19 132 8.7 62.8 119 1968 148/3500 - 236/1750 - 1380 2000 Estate SE 2.0 TDI CR 4v4 - 5 22665 9603 6-M 19 132 8.7 57.6 124 1968 148/3500 - 236/1750 - 1380 2000
X-Perience SE Technology 2.0 TDI Auto 5 2887 Altea Take normal MPV formula and stir in Spanish sp	ice. Decei	nt resul	ts but add	XL to m	ix if you r	eed sp	Ratii ace.	- 1529 1600 ng ★★★	Estate GreenLine III 1.6 TDI CR - 5 21105 9286 6-M 15 127 10.7 88.3 85 1598 108/3250 - 184/1500 - tba tba Estate SE Business 1.6 TDI CR - 5 20586 8981 5-M 14 119 11.0 74.3 99 1598 104/3000 - 184/1500 - 1247 1500 Estate SE Business 1.6 TDI CR Auto - 5 21615 9511 7-A 14 119 11.1 7.06 104 1598 104/3000 - 1247 1500
I-TECH 1.6 TDI Auto - 5 2021 I-TECH 2.0 TDI - 5 2014	5 6873 7 5 7252 6	7-A 14 1 5-M 19 1	14 12.4 57 25 9.7 57	.6 129 15 .6 129 19		0 - 2	84/1500 36/1750	- 1450 1400 - 1475 1400 - 1465 1400	Estate SE Business 1.6 TDI CR GreenLine III - 5 20955 9220 6-M 15 127 10.7 88.3 85 1598 108/3250 - 184/1500 - tha tha Estate SE Business 2.0 TDI CR - 5 21256 9337 6-M 20 134 8.6 67.3 110 1968 148/3500 - 236/1750 - 1222 1600
XL I-TECH 1.6 TDI Ecomotive - 5 2006 XL I-TECH 1.6 TDI Auto - 5 2093 XL I-TECH 2.0 TDI - 5 2086	5 7537 7	7-A 13 1	14 12.6 57	.6 129 15	98 103/440	0 - 1	84/1500	- 1480 1400 - 1505 1400 - 1490 1400	Estate Elegance 1.6 TDI CR Auto - 5 22213 93775 5-M 14 119 11.0 74.3 99 1598 104/3000 - 1247 1500 - 1247 1500 Estate Elegance 1.6 TDI CR Auto - 5 22465 10325 7-A 14 119 11.0 74.3 99 1598 104/3000 - 184/1500 - 1262 1500 Estate Elegance 1.6 TDI CR 4x4 - 5 23665 104325 7-A 14 119 11.7 76.0 119 1598 104/3000 - 184/1500 - 1262 1500
	0 10765 6	6-M 18 1	20 10.9 50	.4 146 19	68 138/420	0 - 2	an for pr !36/1750	- 1822 2200	Estate Elegance 2.0 TDI CR Auto 325 5 24356 10721 6-M 20 134 8.6 67.3 110 1986 148/3500 - 236/1750 - 1272 1600 Estate Elegance 2.0 TDI CR Auto 325 5 24356 10721 6-M 20 134 8.6 67.3 110 1986 148/3500 - 236/1750 - 1272 1600 Estate Elegance 2.0 TDI CR 444 - 5 24565 10731 6-M 20 132 8.7 567.2 119 1986 148/3500 - 236/1750 - 1380 2000
SE 2.0 TDI Ecomotive - 5 2751 SE 2.0 TDI Auto - 5 2875	0 11554 6 5 12094 6	6-M 18 12 6-A 18 1	20 10.9 50 19 10.9 49	.4 146 19 .6 149 19	68 138/420 68 138/420 68 138/420	0 - 2	36/1750 36/1750	- 1851 2200 - 1822 2200 - 1851 2200	Estate Black Edition 1.6 TDI CR - 5 22490 9896 5-M 14 119 11.0 74.3 99 1598 104/3000 - 184/1500 - 1247 1500 Estate Black Edition 1.6 TDI CR Auto - 5 23740 10446 7-A 14 119 11.1 70.6 104 1598 104/3000 - 184/1500 - 1262 1500
I-TECH 2.0 TDI Auto - 5 2991 SE Lux 2.0 TDI Ecomotive - 5 3090	5 12564 6 0 12978 6	S-A 18 12 S-M 18 12	19 10.9 49 20 10.9 50	.6 149 19 .4 146 19	68 138/420 68 138/420 68 138/420	0 - 2	36/1750 36/1750	- 1822 2200 - 1851 2200 - 1822 2200	Estate Black Edition 2.0 TDI CR 440 5 23390 10292 6-M 20 134 8.6 67.3 110 1968 148/3500 - 236/1750 - 1272 1600 Estate Black Edition 2.0 TDI CR 440 5 5 24540 10424 6-A 20 132 2.7 62.8 119 1968 148/3500 - 236/1750 - 1222 1600 Estate Laurin & Klement 2.0 TDI CR 45 5 27215 11975 6-M 22 134 8.6 67.3 110 1968 148/3500 - 236/1750 - 1272 1600 Estate Laurin & Klement 2.0 TDI CR 45 5 27215 11975 6-M 22 134 8.6 67.3 110 1968 148/3500 - 236/1750 - 1272 1600 Estate Laurin & Klement 2.0 TDI CR 45 5 27215 11975 6-M 22 134 8.6 67.3 110 1968 148/3500 - 236/1750 - 1272 1600 Estate Laurin & Klement 2.0 TDI CR 45 5 27215 11975 6-M 22 134 8.6 67.3 110 1968 148/3500 - 236/1750 - 1272 1600 Estate Laurin & Klement 2.0 TDI CR 45 5 27215 11975 6-M 22 134 8.6 67.3 110 1968 148/3500 - 236/1750 - 1272 1600 Estate Laurin & Klement 2.0 TDI CR 45 5 27215 11975 6-M 22 134 8.6 67.3 110 1968 148/3500 - 236/1750 - 1272 1600 Estate Laurin & Klement 2.0 TDI CR 45 5 27215 11975 6-M 22 134 9.6 67.3 110 1968 148/3500 - 236/1750 - 1272 1600 Estate Laurin & Klement 2.0 TDI CR 45 5 27215 11975 6-M 22 134 8.6 67.3 110 1968 148/3500 - 236/1750 - 1272 1600 Estate Laurin & Klement 2.0 TDI CR 45 5 27215 11975 6-M 22 134 8.6 67.3 110 1968 148/3500 - 236/1750 - 1272 1600 Estate Laurin & Klement 2.0 TDI CR 45 5 27215 11975 6-M 22 134 8.6 67.3 110 1968 148/3500 - 236/1750 - 1272 1600 Estate Laurin & Klement 2.0 TDI CR 45 5 27215 11975 6-M 22 134 9.6 67.3 110 1968 148/3500 - 236/1750 - 1272 1600 Estate Laurin & Klement 2.0 TDI CR 45 5 27215 11975 6-M 22 134 9.6 67.3 110 1968 148/3500 - 236/1750 - 1272 1600 Estate Laurin & Klement 2.0 TDI CR 45 120 120 120 120 120 120 120 120 120 120
SE Lux 2.0 TDI - 5 3242 SE Lux 2.0 TDI Auto - 5 3370	0 13616 6	6-M 22 1	29 9.3 47	.1 158 19		0 - 2	80/1750	- 1851 2200 - 1842 2200 - 1851 2200	Estate Laurin & Klement 2.0 TDI CR Auto 5 28465 12525 6-A 22 132 8.7 62.8 119 1968 148/3500 2 236/1750 1292 16000 Estate Laurin & Klement 2.0 TDI CR Au4 5 28665 12039 6-M 2 2132 8.7 57.6 124 1968 148/3500 2 236/1750 1380 2000 Estate vRS 2.0 TDI CR 4 5 28825 10923 6-M 26 143 8.2 61.4 119 1968 181/3500 2 280/1750 1407 1600
SKODA UK dealers: 134 Warranty: 3 years/60,0	00miles	Servi	cing: Va	riable so	chedule				Estate VRS 2.0 TDI CR Auto - 5 26215 11535 6-A 26 142 8.3 56.5 129 1968 181/3500 - 280/1750 - 1427 1600 Scout 2.0 TDI CR 4x4 - 5 25315 10632 6-M 19 129 9.1 56.5 129 1968 148/3500 - 280/1750 - 1428 1800 Scout 2.0 TDI CR 4x4 Auto - 5 27990 11756 6-A 22 136 7.8 55.4 134 1968 181/3500 - 280/1750 - 1484 1800
New Fabia All-new car is both smarter and more frugal, and S 1.4 TDI	0 tba 5	-M tba 1	13 11.1 83	.1 88 14	22 89/3000) - '	o soon. 70/1750	- 1156 1200	Superb Rating ***** Newly refreshed, and a little more expensive. There's still limousine levels of luxury though, and it's great to drive. 5 19890 9945 6-M 17 121 121 628 117 1598 1044400 - 1841500 - 1437 1500
\$ 1.4 TDI Auto - 5 1500 G1501 9 1501 9 1501		INS. GROUP W-1	13 11.1 78 0-62MPH INED MPG	CO2 G/KM 65 14 14 15 15 15 15 15 15 15 15 15 15 15 15 15	ENGINE POWER CO. BHP/RPM			KERB WEIGHT (KG) TOWING TOWING WEIGHT (KG)	S 1.6 TDI CR GreenLine III - 5 20200 10100 6-M 17 122 122 67.3 109 1598 1044400 - 184/1500 - 14444 0 0 00088 HB 187 1 124 124 124 124 124 124 124 124 124 1
SSUE 1				2 ~ .	20	2 5	5E :	로만 보 한부	10 H

	ISS	3	TRAD		_	_		COME			ENGI	ELECT	ENGIL	TORQUE	KERB W	8
S 2.0 TDI CR	- :										138/4200		236/1750		1457	
S 2.0 TDI CR Auto	- 3										138/4200		236/1750	•		1800
SE 1.6 TDI CR GreenLine III	- :										104/4400		184/1500		1444	0
SE 2.0 TDI CR	- :										138/4200		236/1750		1457	
SE 2.0 TDI CR Auto											138/4200		236/1750		1479	
SE 2.0 TDI CR											168/4200		258/1750		1465	
SE 2.0 TDI CR Auto	- ;										168/4200		258/1750		1482	
SE 2.0 TDI CR 4x4 Auto	- :										168/4200		258/1750		1559	
SE Business 1.6 TDI CR GreenLine III	- (104/4400		184/1500		1444	0
SE Business 2.0 TDI CR	- (138/4200	•	236/1750		1457	
SE Business 2.0 TDI CR Auto	- :										138/4200		236/1750		1479	
Black Edition 2.0 TDI CR	- :										138/4200		236/1750		1457	
Black Edition 2.0 TDI CR Auto	- :										138/4200	-	236/1750		1479	
Black Edition 2.0 TDI CR	- :										168/4200		258/1750		1465	
Black Edition 2.0 TDI CR Auto	- :										168/4200		258/1750		1482	1800
Elegance 1.6 TDI CR GreenLine III	- :										104/4400		184/1500		1444	0
Elegance 2.0 TDI CR	- :	24840	12420	6-M	23	131	10.0	61.4	119	1968	138/4200	-	236/1750		1457	
Elegance 2.0 TDI CR Auto	- :										138/4200		236/1750		1479	
Elegance 2.0 TDI CR 4x4	- !	26430	13215	6-M	22	130	10.3	53.3	137	1968	138/4200		236/1750		1534	2000
Elegance 2.0 TDI CR	- 5	25770	12885	6-M	26	138	8.6	61.4	120	1968	168/4200		258/1750		1465	1800
Elegance 2.0 TDI CR Auto	- !	27210	13605	6-A	26	138	8.6	53.3	139	1968	168/4200	-	258/1750		1482	1800
Elegance 2.0 TDI CR 4x4 Auto	- 5	28670	14335	6-A	25	136	8.7	50.4	147	1968	168/4200	-	258/1750		1559	2000
Laurin & Klement 2.0 TDI CR	- 5	26830	13415	6-M	24	131	10.0	61.4	119	1968	138/4200		236/1750		1457	1800
Laurin & Klement 2.0 TDI CR Auto	- 5	28270	14135	6-A	24	132	10.1	54.3	135	1968	138/4200	-	236/1750		1479	1800
Laurin & Klement 2.0 TDI CR 4x4	- 5	28420	14210	6-M	23	130	10.3	53.3	137	1968	138/4200	-	236/1750		1534	2000
Laurin & Klement 2.0 TDI CR	- 5	27760	13880	6-M	26	138	8.6	61.4	120	1968	168/4200		258/1750		1465	1800
Laurin & Klement 2.0 TDI CR Auto	- 5	29200	14600	6-A	26	138	8.6	53.3	139	1968	168/4200	-	258/1750		1482	1800
Laurin & Klement 2.0 TDI CR 4x4 Auto	- 5	30660	15330	6-A	25	136	8.7	50.4	147	1968	168/4200	-	258/1750		1559	2000
Estate S 1.6 TDI CR	- 5	21015	10508	6-M	17	119	12.2	61.4	119	1598	104/4400		184/1500		1459	1500
Estate S 1.6 TDI CR GreenLine III	- 5	21325	10663	6-M	17	121	12.3	65.7	113	1598	104/4400		184/1500		1466	0
Estate S 2.0 TDI CR	- 5	21615	10808	6-M	22	131	10.1	61.4	119	1968	138/4200		236/1750		1479	1800
Estate S 2.0 TDI CR Auto	- 5	23055	11528	6-A	22	130	10.2	54.3	137	1968	138/4200	-	236/1750		1501	1800
Estate SE 1.6 TDI CR GreenLine III	- (22945	11473	6-M	17	121	12.3	65.7	113	1598	104/4400		184/1500		1466	0

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DORS
BIST PRICE E
EE-IN VALUE
GEARBOX
INS. GROUP
O-SZMPH
BINED MPG
(RANGE)
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CRANGE
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INE TORQUE
LIB F/TRPM
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ST SELLING MEDIUM DIESEI

1	Vauxhall Astra Sports Tourer
	Ford Foous Fotato

- Skoda Octavia Estate
- Kia cee'd SW
- Volkswagen Golf Estate

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Estate SE 2.0 TDI CR	-	5	23410	11705	6-M	23	131	10.1	61.4	119	1968	138/4200		236/1750	1479	1800
Estate SE 2.0 TDI CR Auto		5	24850	12425	6-A	23	130	10.2	54.3	137	1968	138/4200		236/1750	1501	1800
Estate SE 2.0 TDI CR		5	24340	12170	6-M	25	140	8.7	60.1	122	1968	168/4200		258/1750	1487	1800
Estate SE 2.0 TDI CR Auto		5	25780	12890	6-A	25	137	8.7	52.3	141	1968	168/4200		258/1750	1504	1800
Estate SE 2.0 TDI CR 4x4 Auto		5	27240	13620	6-A	24	135	8.8	49.6	149	1968	168/4200		258/1750	1581	2000
Estate SE Business 1.6 TDI CR GreenLine III		5	21905	10953	6-M	17	121	12.3	65.7	113	1598	104/4400		184/1500	1466	0
Estate SE Business 2.0 TDI CR		5	22370	11185	6-M	22	131	10.1	61.4	119	1968	138/4200		236/1750	1479	1800
Estate SE Business 2.0 TDI CR Auto		5	23810	11905	6-A	22	130	10.2	54.3	137	1968	138/4200		236/1750	1501	1800
Estate SE 2.0 TDI CR		5	24910	12455	6-M	22	131	10.1	61.4	119	1968	138/4200		236/1750	1479	1800
Estate SE 2.0 TDI CR Auto		5	26350	13175	6-A	22	130	10.2	54.3	137	1968	138/4200		236/1750	1501	1800
Estate SE 2.0 TDI CR	-	5	25840	12920	6-M	25	140	8.7	60.1	122	1968	168/4200	-	258/1750	1487	1800
Estate SE 2.0 TDI CR Auto	-	5	27280	13640	6-A	25	137	8.7	52.3	141	1968	168/4200	-	258/1750	1504	1800
Estate Elegance 1.6 TDI CR GreenLine III	318	5	25375	12688	6-M	17	121	12.3	65.7	113	1598	104/4400	-	184/1500	1466	0
Estate Elegance 2.0 TDI CR	-	5	26120	13060	6-M	23	131	10.1	61.4	119	1968	138/4200	-	236/1750	1479	1800
Estate Elegance 2.0 TDI CR Auto	-	5	27560	13780	6-A	23	130	10.2	54.3	137	1968	138/4200	-	236/1750	1501	1800
Estate Elegance 2.0 TDI CR 4x4	-	5	27710	13855	6-M	22	129	10.4	53.3	139	1968	138/4200	-	236/1750	1556	2000
Estate Elegance 2.0 TDI CR		5	27050	13525	6-M	26	140	8.7	60.1	122	1968	168/4200	-	258/1750	1487	1800
Estate Elegance 2.0 TDI CR Auto		5	28490	14245	6-A	26	137	8.7	52.3	141	1968	168/4200	-	258/1750	1504	1800
Estate Elegance 2.0 TDI CR 4x4 Auto												168/4200	-	258/1750	1581	
Estate Laurin & Klement 2.0 TDI CR	-											138/4200	-	236/1750	1479	1800
Estate Laurin & Klement 2.0 TDI CR Auto	-	5	30200	15100	6-A	24	130	10.2	54.3	137	1968	138/4200	-	236/1750	1501	1800
Estate Laurin & Klement 2.0 TDI CR 4x4	-	5	30350	15175	6-M	23	129	10.4	53.3	139	1968	138/4200	-	236/1750	1556	2000
Estate Laurin & Klement 2.0 TDI CR	-	5	29690	14845	6-M	26	140	8.7	60.1	122	1968	168/4200		258/1750	1487	1800
Estate Laurin & Klement 2.0 TDI CR Auto	-	5	31130	15565	6-A	26	137	8.7	52.3	141	1968	168/4200		258/1750	1504	1800
Estate Laurin & Klement 2.0 TDI CR 4x4 Auto	- (5	32590	16295	6-A	25	135	8.8	49.6	149	1968	168/4200		258/1750	1581	2000
Estate Outdoor 2.0 TDI CR 4x4		5	27000	13500	6-M	23	129	10.4	53.3	139	1968	138/4200		236/1750	1556	2000
Estate Outdoor 2.0 TDI CR 4x4 Auto	-	5	29240	14620	6-A	25	135	8.8	49.6	149	1968	168/4200		258/1750	1581	2000
Estate Outdoor Plus 2.0 TDI CR 4x4	-											138/4200		236/1750	1556	
Estate Outdoor Plus 2.0 TDI CR 4x4 Auto		5	30240	15120	6-A	25	135	8.8	49.6	149	1968	168/4200		258/1750	1581	2000
Voti														D-43	 	4 4

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fortwo Electric power meets haiku in this nut	she	II packag	e. Cit	y frie	endl	y b	ut lac	ks d	rivir	ng refi	nement.		Rat	ing 🛪	***	**
coupé electric drive sale&care		2 12275	tba	1-A	13	78	11.5	(90)	0	٠.		74		96	900	0
coupé electric drive standard	-	2 15395	tba	1-A	13	78	11.5	(90)	0		-	74	-	96	900	0
cabrio electric drive sale&care	-	2 13400	tba	1-A	15	78	11.5	(90)	0		-	74	-	96	920	0
cabrio electric drive standard	-	2 16895	tba	1-A	15	78	11.5	(90)	0			74		96	920	0

ited mileage Servicing: 20,000miles

GEARBOX
INS. GROUP
TOP SPEED
O-GANNH
COMBINED MPG
(RAINE)
GOG G/VM
ENGINE POWER
BURPRIN
ELECTRIC MATORN
FOWER BIRP ELECTIRC MOTOR Torque lb FT/RPM ENGINE TORQUE LB FT/RPM ISSUE TESTED DOORS LIST PRICE £ RADE-IN VALUE

SUE TESTED DOORS SUE TESTED DOORS SUE SEARBOX INS. GROUP TO SPEED O-62MPH BINED MPG (CARMED MPG CO. 6 GAMPH TORQUE BIRE MOUTE BIRE M

	nssi		ISIT	TRADE		Z	7		COMBI	9	ш	ENGIN	ELECTRI	ENGINE	ELECTIR TOROUE LI	KERB WE	
SSANGYONG UK dealers: 60 Warranty: 5 ye	ears	/U	nlimite	ed mi	ileac	ie S	Ser	vici	ne:	12.5	500m	iles					i
Korando																**	
Korando's better than ever, with stead SE 2WD	dy ir 330	np	14995	ents a 4798	nd g 6-M	rea 22	116	refine 9.9	emen 47.1	t. It's	s goo 1998	d value 147/3400	with	excellen 266/2000	t wai	ranty 1666	y. 5 2
SE4 4WD	-	5	16495	5278	6-M	22	116	9.9	45.6	157	1998	147/3400	-	266/2000	-	1747	7 2
ELX4 4WD	-	5	19995	6398	6-M	24	116	9.9	45.6	157	1998	147/3400		266/2000			
ELX4 4WD Auto Turismo	•	. 0	21495	08/8	b-A	24	112	9.9	31.1	199	1998	1/3/4000	•			OMING	
It's no oil painting, but it is an absolu														r spaciou	usnes	SS.	
S														266/1500			
ES Auto												153/3400 153/3400		266/1500 266/1500		2115 2139	
EX 4WD Auto												153/3400		266/1500		2248	3 2
Rexton W The Rexton name returns. Heavyweig	tht S	:11	/ with a	ovcall	ont t	owi	ina i	rana	city a	nd h	ottor	nuality	than		ing 7	***	t
SX 4WD												153/4000		266/1500	-	2095	5 3
EX 4WD	-											153/4000		266/1500		2095	
EX 4WD Auto Korando Sports		5	25995	8838	5-A	32	109	•	36.2	206	1998	153/4000	-			2128	
Multi-talented pick up fit for fields an	d the	e fa	ast lan	e. Ste	ering	j a i	touc	h nu	ımb o	n ro	ad th	ough.		rui	iiig /		
SX 4WD EX 4WD												153/4000		266/1500		2097	
EX 4WD Auto			21995						35.3	212	1998	153/4000 153/4000		266/1500 266/1500		2097 2110	
SUBARU																	-
UK dealers: 62 Warranty: 5 ye	oard	/1	በበ በበ	∩mila	e S	on	rici	ng.	12 በ	ՈՈր	nilae						i
XV	Jaio	/ 11	00,00	UIIIIII	3 3 (SIV	/ICI	lig:	12,0	UUII	IIICS			Pot	ina	***	
Subaru joins the smart crossover set	. XV	m	akes s	ense a	as a	die	sel (do-it-	all. B	oxe	r engi	ine a ge	m.	Rai	illy	* * *	•
2.0D SE	317	7 5	23995	10558	6-M	26	120	9.3	50.4	146	1998	145/3600	-	258/1600			
2.0D Black 2.0D SE Premium												145/3600 145/3600		258/1600 258/1600		1415	
Forester														Rat		***	
More chunky estate than SUV, power 2.0D X														sed.	_	1540	
2.0D XC												145/3600 145/3600		258/1600 258/1600		1556	
2_0D XC Premium														258/1600			
Outback Now automatic goarbox marks the law	unal		f tha r-	wicad	04	har	, L D),,,,,,,	رم ام.	nnor	dahl-	and th	n far			***	t
New automatic gearbox marks the law 2.0D SX												and the 148/3600		258/1600		1571	11
2.0D SX Lineartronic												148/3600		258/1600		1624	
SUZUKI																	
UK dealers: 150 Warranty: 3	year	rs/	60,00	0mile	s S	er	<i>r</i> ici	ng:	9,00	0mi	les (12,500	mile:	s SX4 S	-Cro	oss)	
SX4 S-Cross																* **	,
Bigger and better than ever before	e, wi	th	class I	eadin	g ec	onc	my	and	CO, e	mis	sions				_		
I.6 DDIS SZ3 I.6 DDIS SZ4	310	5	16999	6460	6-M	20	111	12.0	67.2	110	1598	118/3750 118/3750		236/1750 236/1750		1305	
1.6 DDIS SZ-T	-	5	19499	7410	6-M	20	111	12.0	67.2	110	1598	118/3750					
1.6 DDiS SZ5												118/3750		236/1750		1305	
I.6 DDiS SZ-T Allgrip I.6 DDiS SZ5 Allgrip												118/3750 118/3750		236/1750 236/1750		1370	
TFSI A		j	20010	00 10	0 111		100	1010	VIII		1000	110/0100		200/1100		1010	
UK dealers: 4 Warranty: 4 yea	are/i	50	000m	nilae (Sarı	vic	ina	• the	2								i
Model S	AI 0/ (90	,00011	11100	Jer	110	5	,	и					Rat	ina (OMING	2.5
Ground breaking car from the USA ha														t to test i	t.		
60kWh B5kWh			50280 57680						(242)		•		382 382			2100 tba	
B5kWh Performance			69080						(312)				416			tba	
TOYOTA									. ,								
	vear	rs/i	100 0	00mi	les (Hil	ux 3	l vea	ars/6	0 00	10 m	iles)					i
UK dealers: 148 Warranty: 5 y Servicing: 10,000miles (Verso 1	5,0	00	miles	5)	.55 (
New Yaris														Rat	ing 7	***	,
X marks the spot. A bit of design flair lcon 1.4 D-4D												eliability 89/3800		151/1800		1050	1
Hybrid Icon 1.5 VVT-i														82/3600			
lybrid Excel 1.5 VVT-i														82/3600	125	1160)
Auris	اد ۱۵۰	lo-	e the d	lrivin-	1000	ori	ano:	. Kr	only	nrio	nd a=	d arost .	Mar-	Rat	ing :	***	t
Looks don't stir the senses and neith Active 1.4 D-4D														151/1800		1290) 1
con 1.4 D-4D	308	8 5	18995	8738	6-M	10	112	12.5	72.4	103	1364	89/3800	-	151/1800	-	1290) 1
con Hybrid 1.8 VVT-i con Plus 1.4 D-4D														105/4000			
con Plus 1.4 D-4D con Plus Hybrid 1.8 VVT-i														105/4000			
Excel 1.4 D-4D	-	5	21495	9888	6-M	10	112	12.5	68.9	107	1364	89/3800	-	151/1800	-	1290) .
Excel Hybrid 1.8 VVT-i														105/4000			
Fouring Sports Active 1.4 D-4D		3												151/1800			
		5 5								85	1798	98/5200		105/4000			,
Fouring Sports Icon 1.4 D-4D Fouring Sports Icon Hybrid 1.8 VVT-i	316	5	21745	9568							4264						5
Fouring Sports Icon 1.4 D-4D Fouring Sports Icon Hybrid 1.8 VVT-i Fouring Sports Icon Plus 1.4 D-4D	316	5 5	21745 20895	9568 9194	6-M	10	109	13.0	67.3					151/1800	-	1340	5
Fouring Sports Icon 1.4 D-4D Fouring Sports Icon Hybrid 1.8 VVT-i Fouring Sports Icon Plus 1.4 D-4D Fouring Sports Icon Plus Hybrid 1.8 VVT-	316	5 5 5	21745 20895 22645	9568 9194 9964	6-M CVT	10 14	109 109	13.0 11.2	67.3 76.3	87	1798	98/5200	81	151/1800 105/4000	153	1340 1465	5
Fouring Sports Icon 1.4 D-4D Fouring Sports Icon Hybrid 1.8 VVT-i Fouring Sports Icon Plus 1.4 D-4D Fouring Sports Icon Plus Hybrid 1.8 VVT-i Fouring Sports Excel 1.4 D-4D Fouring Sports Excel 1.4 D-4D Fouring Sports Excel Hybrid 1.8 VVT-i	316	5 5 5 5	21745 20895 22645 22595	9568 9194 9964 9942	6-M CVT 6-M	10 14 10	109 109 109	13.0 11.2 13.0	67.3 76.3 67.3	87 112	1798 1364	98/5200 89/3800	81	151/1800 105/4000 151/1800 105/4000	153 - 153	1340 1465 1340 1465	5
Touring Sports Icon 1.4 D-4D Touring Sports Icon Hybrid 1.8 VVT-i Fouring Sports Icon Plus 1.4 D-4D Touring Sports Icon Plus Hybrid 1.8 VVT- Touring Sports Excel 1.4 D-4D Touring Sports Excel Hybrid 1.8 VVT-i Ouring Sports Excel Hybrid 1.8 VVT-i Verso	316 	5 5 5 5 5	21745 20895 22645 22595 23990	9568 9194 9964 9942 10556	6-M CVT 6-M CVT	10 14 10 12	109 109 109 109	13.0 11.2 13.0 11.2	67.3 76.3 67.3 70.6	87 112 92	1798 1364 1798	98/5200 89/3800 98/5200	81 - 81	151/1800 105/4000 151/1800 105/4000 Rat	153 - 153	1340 1465 1340	5 1
Touring Sports Icon 1.4 D-4D fouring Sports Icon Hybrid 1.8 VVT-i Fouring Sports Icon Plus 1.4 D-4D fouring Sports Icon Plus 1.4 D-4D fouring Sports Icon Plus Hybrid 1.8 VVT-i Ouring Sports Excel 1.4 D-4D fouring Sports Excel 1.4 D-4D fouring Sports Excel Hybrid 1.8 VVT-i Verso Verso Werso Wes BMW-sourced engine and new, r	316	5 5 5 5 ner	21745 20895 22645 22595 23990 r face b	9568 9194 9964 9942 10556 orings	6-M CVT 6-M CVT	10 14 10 12	109 109 109 109	13.0 11.2 13.0 11.2 h-nee	67.3 76.3 67.3 70.6	87 112 92 edge	1798 1364 1798 e to T	98/5200 89/3800 98/5200 oyota's	81 - 81 MPV.	151/1800 105/4000 151/1800 105/4000 Rat	153 153 ting	1340 1465 1340 1465	5 5 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7
Touring Sports Icon 1.4 D-4D Fouring Sports Icon Hybrid 1.8 VVT-i Fouring Sports Icon Plus 1.4 D-4D Fouring Sports Icon Plus 1.4 D-4D Fouring Sports Icon Plus Hybrid 1.8 VVT-i Verson Sports Excel 1.4 D-4D Fouring Sports Excel 1.4 D-4D Fouring Sports Excel Hybrid 1.8 VVT-i Verso Wew BMW-sourced engine and new, 1 Active 1.6 D-4D Fouring Sports Icon 1.6 D-4D Four 1.6	316	5 5 5 5 ner 5	21745 20895 22645 22595 23990 r face k 19990 21995	9568 9194 9964 9942 10556 prings 8796 9678	6-M CVT 6-M CVT som 6-M 6-M	10 14 10 12 ne r 13 14	109 109 109 109 nucl 112 112	13.0 11.2 13.0 11.2 h-nee 12.7 12.7	67.3 76.3 67.3 70.6 eded 62.8 62.8	87 112 92 edge 119 119	1798 1364 1798 e to T 1598 1598	98/5200 89/3800 98/5200 oyota's 110/4000 110/4000	81 81 MPV.	151/1800 105/4000 151/1800 105/4000 Rat	153 153 ting	1340 1465 1340 1465 * * * 1520 1520	5 5 5 5 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7
Touring Sports Icon 1.4 D-4D Fouring Sports Icon Hybrid 1.8 VVT-i Fouring Sports Icon Plus 1.4 D-4D Fouring Sports Icon Plus Hybrid 1.8 VVT-i Fouring Sports Excel 1.4 D-4D Fouring Sports Excel Hybrid 1.8 VVT-i Verso We BMW-sourced engine and new, I Active 1.6 D-4D Frend 1.6 D-4D	316	5 5 5 5 ner 5 5	21745 20895 22645 22595 23990 r face k 19990 21995 22995	9568 9194 9964 9942 10556 orings 8796 9678 10118	6-M CVT 6-M CVT som 6-M 6-M	10 14 10 12 ne r 13 14 14	109 109 109 109 nuc 112 112 112	13.0 11.2 13.0 11.2 h-nee 12.7 12.7	67.3 76.3 67.3 70.6 eded 62.8 62.8 62.8	87 112 92 edge 119 119 119	1798 1364 1798 to T 1598 1598 1598	98/5200 89/3800 98/5200 oyota's 110/4000 110/4000	81 81 MPV.	151/1800 105/4000 151/1800 105/4000 Rat 199/1750 199/1750 199/1750	153 153 ting	1340 1465 1340 1465 1520 1520 1520	5 7 7 5 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
Touring Sports Icon 1.4 D-4D fouring Sports Icon Hybrid 1.8 VVT-i Fouring Sports Icon Plus 1.4 D-4D fouring Sports Icon Plus 1.4 D-4D fouring Sports Icon Plus Hybrid 1.8 VVT-i Verison Sports Excel 1.4 D-4D fouring Sports Excel Hybrid 1.8 VVT-i Verso New BIMW-sourced engine and new, rective 1.6 D-4D fouring 1.4 D-4D frend 1.6 D-4D frend 1.6 D-4D frend 1.6 D-4D	316	5 5 5 5 ner 5 5	21745 20895 22645 22595 23990 r face k 19990 21995 22995	9568 9194 9964 9942 10556 orings 8796 9678 10118	6-M CVT 6-M CVT som 6-M 6-M	10 14 10 12 ne r 13 14 14	109 109 109 109 nuc 112 112 112	13.0 11.2 13.0 11.2 h-nee 12.7 12.7	67.3 76.3 67.3 70.6 eded 62.8 62.8 62.8	87 112 92 edge 119 119 119	1798 1364 1798 to T 1598 1598 1598	98/5200 89/3800 98/5200 oyota's 110/4000 110/4000	81 81 MPV.	151/1800 105/4000 151/1800 105/4000 Rat 199/1750 199/1750 199/1750 199/1750	153 153 153 ting	1340 1465 1340 1465 1520 1520 1520 1520	5 5 5 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6
Touring Sports Icon 1.4. D-4D (Douring Sports Icon Hybrid 1.8 VVT-i Fouring Sports Icon Plus 1.4 D-4D (Douring Sports Icon Plus 1.4 D-4D (Douring Sports Excel 1.4 D-4D (Douring Sports Excel 1.4 D-4D (Douring Sports Excel Hybrid 1.8 VVT-i Verso (New BMW-sourced engine and new, receive 1.6 D-4D (Douring Sports Excel Hybrid 1.8 VVT-i Verso (New BMW-sourced engine and new, receive 1.6 D-4D (Douring Sports Excel 1.6 D-4D (Ered	316 	5 5 5 5 ner 5 5 5 5 5	21745 20895 22645 22595 23990 r face k 19990 21995 22995 23995 al is fa	9568 9194 9964 9942 10556 orings 8796 9678 10118 10558	6-M CVT 6-M CVT som 6-M 6-M 6-M	10 14 10 12 12 14 14 14 14	109 109 109 109 112 112 112 112 omic	13.0 11.2 13.0 11.2 h-nee 12.7 12.7 12.7 12.7	67.3 76.3 67.3 70.6 eded 62.8 62.8 62.8 62.8	87 112 92 edge 119 119 119 119	1798 1364 1798 e to T 1598 1598 1598 1598	98/5200 89/3800 98/5200 coyota's 110/4000 110/4000 110/4000 acks dri	81 81 MPV.	151/1800 105/4000 151/1800 105/4000 Rat 199/1750 199/1750 199/1750 Rat edge the	153 153 ting	1340 1465 1340 1465 1520 1520 1520 1520	5 5 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7
Touring Sports Icon 1.4 D-4D Touring Sports Icon Hybrid 1.8 VVT-i Touring Sports Icon Plus 1.4 D-4D Touring Sports Icon Plus 1.4 D-4D Touring Sports Icon Plus Hybrid 1.8 VVT-i Touring Sports Excel 1.4 D-4D Touring Sports Excel 1.4 D-4D Touring Sports Excel Hybrid 1.8 VVT-i Verso New BMW-sourced engine and new, 1 Active 1.6 D-4D Trend 1.6 D-4D Prius Good for Ilimba and luggage, updated T3 Hybrid 1.8 VVT-i	316 	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	21745 20895 22645 22595 23990 r face b 19990 21995 22995 23995 all is fa 21995	9568 9194 9964 9942 10556 orings 8796 9678 10118 10558	6-M CVT 6-M CVT som 6-M 6-M 6-M	10 14 10 12 12 14 14 14 14 14 15	109 109 109 109 112 112 112 112 112	13.0 11.2 13.0 11.2 h-nee 12.7 12.7 12.7 12.7	67.3 76.3 67.3 70.6 eded 62.8 62.8 62.8 62.8 dd en 72.4	87 112 92 edge 119 119 119 119 119	1798 1364 1798 e to T 1598 1598 1598 1598 1598 ble. L 1798	98/5200 89/3800 98/5200 oyota's 110/4000 110/4000 110/4000 acks dri 98/5200	81 - 81 MPV. - - - - iving 81	151/1800 105/4000 151/1800 105/4000 Rat 199/1750 199/1750 199/1750 Rat edge the	153 153 ting	1340 1465 1340 1465 1520 1520 1520 1520 1520	5 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
Touring Sports Icon 1.4 D-4D Touring Sports Icon Hybrid 1.8 VVT-i Touring Sports Icon Plus 1.4 D-4D Touring Sports Icon Plus 1.4 D-4D Touring Sports Excel 1.4 D-4D Touring Sports Excel 1.4 D-4D Touring Sports Excel Hybrid 1.8 VVT-i Verso Werso Werso Touring Sports Excel Hybrid 1.8 VVT-i Verso Touring Sports Excel Hybrid 1.8 VVT-i Verso Touring Sports Excel Hybrid 1.8 VVT-i Touring Sports Excel Hybrid 1.8 VVT-i Touring Sports Excel 1.6 D-4D Excel 1.6 D-4D Excel 1.6 D-4D Excel 1.6 D-4D Excel 1.3 D-4D Excel 1.3 UVT-i Explored Touring Sports Excel Icol Excel 1.3 Hybrid 1.8 VVT-i	316 	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	21745 20895 22645 22595 23990 r face b 19990 21995 22995 23995 all is fa 21995 23745	9568 9194 9964 9942 10556 orings 8796 9678 10118 10558 or mor 10558 10923	6-M CVT 6-M CVT 8-M 6-M 6-M 6-M 6-M CVT	10 14 10 12 12 14 14 14 14 15	109 109 109 109 112 112 112 112 112 112 112	13.0 11.2 13.0 11.2 h-nee 12.7 12.7 12.7 12.7 12.7 10.4 10.4	67.3 76.3 67.3 70.6 eded 62.8 62.8 62.8 62.8 1d en 72.4 70.6	87 112 92 edge 119 119 119 119 109 89 92	1798 1364 1798 e to T 1598 1598 1598 1598 1598 ble. L 1798 1798	98/5200 89/3800 98/5200 oyota's 110/4000 110/4000 110/4000 acks dri 98/5200 98/5200	81 - 81 MPV. 	151/1800 105/4000 151/1800 105/4000 Rat 199/1750 199/1750 199/1750 Rat edge the 105/4000 105/4000	153 153 ting ting 153 153	1340 1465 1340 1465 1520 1520 1520 1520 1520 1365 1365	5 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6
Touring Sports Icon 1.4 D-4D Touring Sports Icon Hybrid 1.8 VVT-i Touring Sports Icon Plus 1.4 D-4D Touring Sports Icon Plus 1.4 D-4D Touring Sports Icon Plus Hybrid 1.8 VVT-i Douring Sports Excel 1.4 D-4D Touring Sports Excel Hybrid 1.8 VVT-i Verso Verso New BMW-sourced engine and new, r Active 1.6 D-4D Trend 1.6 D-4D Excel 1.6 D-4D Excel 1.6 D-4D Stroit In D-4D Touring Sports Excel Hybrid 1.8 VVT-i T4 Hybrid 1.8 VVT-i T5 Spirit Hybrid 1.8 VVT-i T9girt Hybrid 1.8 VVT-i T9girt Hybrid 1.8 VVT-i	316 	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	21745 20895 22645 22595 23990 r face b 19990 21995 22995 23995 all is fa 21995 23745 25295	9568 9194 9964 9942 10556 0rings 8796 9678 10118 10558 10923 11636	6-M CVT 6-M CVT som 6-M 6-M 6-M 6-M CVT	10 14 10 12 12 14 14 14 14 15 15	109 109 109 109 112 112 112 112 112 112 112	13.0 11.2 13.0 11.2 h-nee 12.7 12.7 12.7 12.7 10.4 10.4 10.4	67.3 76.3 67.3 70.6 eded 62.8 62.8 62.8 62.8 72.4 70.6 70.6	87 112 92 edge 119 119 119 119 119 92 92 92	1798 1364 1798 e to T 1598 1598 1598 1598 1598 ble. L 1798 1798 1798	98/5200 89/3800 98/5200 oyota's 110/4000 110/4000 110/4000 acks dri 98/5200 98/5200 98/5200	81 - 81 MPV. 	151/1800 105/4000 151/1800 105/4000 Rat 199/1750 199/1750 199/1750 Rat edge the	153 153 153 153 153 153 153	1340 1465 1340 1465 1520 1520 1520 1520 1365 1365	5 5 5 5 5 5
Touring Sports Icon 1.4. D-4D (Douring Sports Icon Hybrid 1.8 VVT-i Fouring Sports Icon Plus 1.4 D-4D (Douring Sports Icon Plus 1.4 D-4D (Douring Sports Icon Plus Hybrid 1.8 VVT-i Oruring Sports Excel 1.4 D-4D (Douring Sports Excel Hybrid 1.8 VVT-i Verso Verso New BMW-sourced engine and new, I Active 1.6 D-4D (Douring Sports Icon Icon Icon Icon Icon Icon Icon Icon	316 	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	21745 20895 22645 22595 23990 r face k 19990 21995 22995 23995 all is fa 21995 23745 25295 28395	9568 9194 9964 9942 10556 orings 8796 9678 10118 10558 or mor 10558 11636 13062	6-M CVT 6-M 6-M 6-M 6-M 6-M CVT CVT	10 14 10 12 10 11 13 14 14 14 14 15 15 15 15	109 109 109 109 112 112 112 112 112 112 112	13.0 11.2 13.0 11.2 12.7 12.7 12.7 12.7 12.7 10.4 10.4 10.4 11.3	67.3 76.3 70.6 eded 62.8 62.8 62.8 62.8 72.4 70.6 70.6	87 112 92 edge 119 119 119 119 119 92 92 49	1798 1364 1798 e to T 1598 1598 1598 1598 1798 1798 1798 1798	98/5200 89/3800 98/5200 0yota's 110/4000 110/4000 110/4000 acks dri 98/5200 98/5200 98/5200	81 - 81 MPV. 	151/1800 105/4000 151/1800 105/4000 Rat 199/1750 199/1750 199/1750 199/1750 Rat edge the 105/4000 105/4000 105/4000	153 153 153 153 153 153 153 153	1340 1465 1340 1465 1520 1520 1520 1520 1365 1365	5 5 5 5 5 5 5
Touring Sports Icon 1.4 D-4D Touring Sports Icon Hybrid 1.8 VVT-i Touring Sports Icon Plus 1.4 D-4D Touring Sports Icon Plus 1.4 D-4D Touring Sports Icon Plus Hybrid 1.8 VVT-i Touring Sports Excel 1.4 D-4D Touring Sports Excel 1.4 D-4D Touring Sports Excel Hybrid 1.8 VVT-i Verso Vew BMW-sourced engine and new, 1 Active 1.6 D-4D Trend 1.6 D-4D Prius Good for Ilimba and luggage, updated T3 Hybrid 1.8 VVT-i T4 Hybrid 1.8 VVT-i T5 Pirit Hybrid 1.8 VVT-i Plug-in Hybrid 1.8 VVT-i Plug-in Hybrid 1.8 VVT-i Prius+ Seven-seat version of Prius returns g	316	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	21745 20895 22645 22595 23990 r face k 19990 21995 22995 23995 all is fa 21995 23745 25295 28395	9568 9194 9964 9942 10556 orings 8796 9678 10118 10558 ir mor 10558 10923 11636 13062	6-M 6-M 6-M 6-M 6-M 6-M 6-M 6-M 6-M 6-M	10 14 10 12 11 14 14 14 15 15 15	109 109 109 109 112 112 112 112 112 112 112 112 112 11	13.0 11.2 13.0 11.2 h-nee 12.7 12.7 12.7 12.7 10.4 10.4 11.3 ut lac	67.3 76.3 70.6 eded 62.8 62.8 62.8 62.8 70.6 134.5	87 112 92 edge 119 119 119 119 119 92 92 49	1798 1364 1798 1598 1598 1598 1598 1798 1798 1798 1798 1798 1798 1798	98/5200 89/3800 98/5200 oyota's 110/4000 110/4000 110/4000 acks dri 98/5200 98/5200 98/5200 otion.	81 - 81 MPV	151/1800 105/4000 151/1800 105/4000 Rat 199/1750 199/1750 199/1750 Rat edge thd 105/4000 105/4000 105/4000 Rat	153 153 153 153 153 153 153 153 153	1340 1465 1340 1465 1520 1520 1520 1520 1520 1365 1365 1425	5 1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
Touring Sports Icon 1.4 D-4D Couring Sports Icon Plybrid 1.8 VVT-i Touring Sports Icon Plus 1.4 D-4D Touring Sports Icon Plus 1.4 D-4D Touring Sports Icon Plus Hybrid 1.8 VVT-i Verso New BMW-sourced engine and new, r Active 1.6 D-4D Trend 1.6 D-4D Trend 1.6 D-4D Trend 1.6 D-4D Touring Sports Excel Hybrid 1.8 VVT-i Verso Touring Sports Excel Hybrid 1.8 VVT-i Prius Good for limbs and luggage, updated 13 Hybrid 1.8 VVT-i 14 Hybrid 1.8 VVT-i Plug-in Hybrid 1.8 VVT-i Prius — Seven-seat version of Prius returns g Excel Hybrid 3.8 VVT-i Seven-seat version of Prius returns g Excel Hybrid 1.8 VVT-i Seven-seat version of Prius returns g Excel Hybrid 1.8 VVT-i	316 	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	21745 20895 22645 22595 23990 r face b 19990 21995 22995 23995 all is fa 21995 23745 25295 28395	9568 9194 9964 9942 10556 00710gs 8796 9678 10118 10558 10558 11636 13062 12027	6-M CVT 6-M 6-M 6-M 6-M 6-M 1 CVT 1 CVT 1 CVT 1 CVT	10 14 10 12 11 14 14 14 14 15 15 15 16	109 109 109 109 112 112 112 112 112 112 112 112 112 11	13.0 11.2 13.0 11.2 h-nee 12.7 12.7 12.7 12.7 10.4 10.4 10.4 11.3 ut lac 11.3	67.3 76.3 70.6 ededd 62.8 62.8 62.8 62.8 72.4 70.6 70.6 134.5	87 112 92 edge 119 119 119 119 119 92 49	1798 1364 1798 1598 1598 1598 1598 1798 1798 1798 1798 1798 1798 1798 17	98/5200 89/3800 98/5200 ovyota's 110/4000 110/4000 110/4000 acks dri 98/5200 98/5200 98/5200 otion. 98/5200	81 - 81 MPV. - - - - - - - - - - - - - - - - - - -	151/1800 105/44000 151/1800 105/4000 Rat 199/1750 199/1750 199/1750 Rat edge th 105/4000 105/4000 105/4400 Rat	153 153 153 153 153 153 153 153 153 153	1340 1465 1340 1465 1520 1520 1520 1520 1520 1365 1365 1425 1425	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
Touring Sports Icon 1.4 D-4D Touring Sports Icon Hybrid 1.8 VVT-i Touring Sports Icon Plus 1.4 D-4D Touring Sports Icon Plus 1.4 D-4D Touring Sports Icon Plus Hybrid 1.8 VVT-i Touring Sports Excel 1.4 D-4D Touring Sports Excel 1.4 D-4D Touring Sports Excel Hybrid 1.8 VVT-i Verso New BMW-sourced engine and new, r Active 1.6 D-4D Tend 1.6 D-4D Prius Good for Iimba and luggage, updated T3 Hybrid 1.8 VVT-i T4 Hybrid 1.8 VVT-i T9 Inter 1.3 VVT-i Plug-in Hybrid 1.8 VVT-i Prius + Seven-seat version of Prius returns g con Hybrid 1.8 VVT-i Excel Hybrid 1.8 VVT-i Excel Hybrid 1.8 VVT-i Excel Hybrid 1.8 VVT-i	316 	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	21745 20895 22645 22595 23990 r face k 19990 21995 22995 23995 al is fa 21995 23745 25295 28395 conomy 26145 29445	9568 9194 9964 9942 10556 8796 9678 10118 10558 Ir mor 10558 11636 13062 y and 12027 13545	6-M 6-M 6-M 6-M 6-M 6-M 6-M 6-M 6-M 6-M	10 14 10 12 14 14 14 14 15 15 15 16	109 109 109 109 112 112 112 112 112 112 112 112 113 114 115 117 117 117 117 117 117 117 117 117	13.0 11.2 13.0 11.2 12.7 12.7 12.7 12.7 12.7 12.7 10.4 10.4 11.3 11.3	67.3 76.3 67.3 70.6 eded 62.8 62.8 62.8 70.6 70.6 134.5 64.2	87 112 92 edge 119 119 119 119 ioyal 89 92 92 49 nrills 96 101	1798 1364 1798 e to T 1598 1598 1598 1798 1798 1798 1798 1798 1798	98/5200 89/3800 98/5200 oyota's 110/4000 110/4000 110/4000 acks dri 98/5200 98/5200 98/5200 98/5200 98/5200 98/5200	81 - 81 MPV	151/1800 105/44000 151/1800 105/4000 Rat 199/1750 199/1750 199/1750 199/1750 105/4000 105/4000 105/4000 Rat 105/4400 105/4400 Rat 105/4400 Rat	153 153 153 153 153 153 153 153 153 153	1340 1465 1340 1465 1520 1520 1520 1520 1520 1365 1365 1425 1425	5 0 1 5 0 1 0 1 0 1 0 1 5 5 5 5 5 5
Touring Sports Icon 1.4 D-4D Touring Sports Icon Hybrid 1.8 VVT-i Touring Sports Icon Plus 1.4 D-4D Touring Sports Icon Plus 1.4 D-4D Touring Sports Icon Plus Hybrid 1.8 VVT-i Touring Sports Excel 1.4 D-4D Touring Sports Excel 1.4 D-4D Touring Sports Excel Hybrid 1.8 VVT-i Verso New BMW-sourced engine and new, I Active 1.6 D-4D Tend 1.6 D-4D Trend 1.6 D-4D Trend 1.6 D-4D Trius Sood for limbs and luggage, updated T3 Hybrid 1.8 VVT-i T4 Hybrid 1.8 VVT-i Plug-in Hybrid 1.8 VVT-i Plug-in Hybrid 1.8 VVT-i Pug-in Hybrid 1.8 VVT-i Even-seat version of Prius returns g toon Hybrid 1.8 VVT-i Excel Hybrid 1.8 VVT-i	316	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	21745 20895 22645 22595 23990 r face k 19990 21995 23995 23995 23745 23745 23745 28395 2000 2000 20195 23745 24945 26145 29445 29445	9568 9194 9964 9942 10556 8796 9078 10118 10558 10923 11636 13062 y and 12027 13545	6-M 6-M 6-M 6-M 6-M 6-M 6-M 6-M 6-M 6-M	10 14 10 12 11 14 14 14 14 15 15 15 16	109 109 109 112 112 112 112 112 112 112 112 113 114 115 117 117 118 119 119 119 119 119 119 119 119 119	13.0 11.2 13.0 11.2 12.7 12.7 12.7 12.7 12.7 12.7 10.4 10.4 11.3 11.3 11.3	67.3 76.3 67.3 70.6 eded 62.8 62.8 62.8 70.6 70.6 134.5 64.2 ebut	87 112 92 edge 119 119 119 119 119 19 2 49 92 49 nrills 96 101	1798 1364 1798 1 to T 1598 1598 1598 1598 1798 1798 1798 1798 1798 1798 1798 17	98/5200 89/3800 98/5200 oyota's 110/4000 110/4000 110/4000 acks dri 98/5200 98/5200 98/5200 98/5200 98/5200 98/5200 98/5200	81 - 81 MPV	151/1800 105/44000 151/1800 105/4000 Rat 199/1750 199/1750 199/1750 199/1750 199/1750 105/4000 105/4000 105/4000 105/4400 Rat 105/4400 105/4400 Rat fe.	153 - 153 ting	1340 1465 1340 1465 1520 1520 1520 1520 1520 1425 1425 1425 1495	5 1 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
Touring Sports Icon 1.4 D-4D Touring Sports Icon Hybrid 1.8 VVT-i Touring Sports Icon Plus 1.4 D-4D Touring Sports Icon Plus 1.4 D-4D Touring Sports Icon Plus Hybrid 1.8 VVT-i Verso Verso Verso Verso Verso Touring Sports Excel Hybrid 1.8 VVT-i Tend 1.6 D-4D Trend 1.6 D-4D Trend 1.6 D-4D Trend 1.8 UVT-i Ta Hybrid 1.8 VVT-i Ta Hybrid 1.8 VVT-i Touring Hybrid 1.8 VVT-i Prius + Seven-seat version of Prius returns g con Hybrid 1.8 VVT-i Excel Hybrid 1.8 VVT-i	316	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	21745 20895 22645 23990 r face k 19990 21995 22995 23995 23995 23745 25295 23745 25295 23745 25295 24395 25295 24395 25295 24395 25295 24395 25295 24395 25295 24395 252	9568 9194 9964 9942 10556 orings 8796 9678 10118 10558 or mor 10558 11636 13062 y and 12027 13545 centiv 8226 9370	6-M CVT 6-M 6-M 6-M 6-M 6-M CVT CVT CVT is cc CVT is ct 6-M 6-M	10 14 10 12 11 14 14 14 14 15 15 15 16 16 17 17	109 109 109 112 112 112 112 112 112 112 112 113 114 115 117 117 117 118 119 119 119 119 119 119 119 119 119	13.0 11.2 13.0 11.2 12.7 12.7 12.7 12.7 12.7 12.7 12.7	67.3 76.3 70.6 62.8 62.8 62.8 62.8 70.6 70.6 70.6 64.2 68.9 64.2 e but 62.8 62.8	87 112 92 edge 119 119 119 119 ioyal 89 92 49 77 101 101 101 101 101 101 101 101 101	1798 1364 1798 2 to T 1598 1598 1598 1598 1598 1798 1798 in m 1798 1798 1798 1798 1798 1798	98/5200 89/3800 98/5200 oyota's 110/4000 110/4000 110/4000 acks dri 98/5200 98/5200 98/5200 otion. 98/5200 98/5200 98/5200 eep thei 122/3600 122/3600	81 - 81 MPV	151/1800 105/4000 105/4000 105/4000 Rati 199/1750 199/1750 199/1750 105/4000 105/4000 105/4000 Rati 105/4400 Rati 229/1600 229/1600	153 153 153 153 153 153 153 153 153 153	1340 1465 1340 1465 * * * * * * 1520 1520 1520 1520 1365 1425 * * * * * * 1495 1495 1480 1480	55 55 55 55 55 55 55 55 55 55 55 55 55
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KERB WEIGHT (KG) STOWNING WEIGHT (KG) GEARBOX
INS. GROUP
TOP SPEED
COMBINED MPG
(RANGE)
COZ G./KM ENGINE POWER
BHP/RPM
ELECTRIC MOTOR
POWER BHP
ENGINE TORQUE
LB FT/RPM TESTED DOORS PRICE £

	ISSUE TESTED	DOORS LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP Top speed	0-62MPH	COMBINED MPG (RANGE)	C02 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER RHP	ENGINE TORQUE	LB FT/RPM	ELECTIRC MOTOR Torque LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)		ISSUE TESTED	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	C02 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR Torque LB FT/RPM Kerb Weight (KG)	TOWING WEIGHT (KG)
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Corsa	0 2.	ים ס													ιχχ.	le de	Seven-seater with immense fold-down Exclusiv 1.7CDTi 16v ecoFLEX	- 5	21255	6377	6-M	14 11	1 12.5	5 55.4	134	1686 1	ed, but g 109/3800 123/4000	- 1	92/2300	- 154	10 1300 10 1400
Promising refresh brought new engir \$ 1.3CDTi 16v ecoFLEX		ooler c 3 13570										140/			1088		Excite 1.7CDTi 16v ecoFLEX	- 5	23120	6936	6-M	15 11	1 12.	55.4	134	1686 1	123/4000 109/3800 109/3800	- 1	92/2300 92/2300 92/2300	- 154	0 1300
S 1.3CDTi 16v ecoFLEX S 1.3CDTi 16v ecoFLEX (a/c)		3 14340 3 14080	5736 5632	6-M 5-M	8 110 7 10	0 12.3 1 14.9	3 85.6 9 67.3	88 · 110 ·	1248 1248	94/400 74/400	00 -	140/	1750		1088 1098	500											123/4000		07/2300		1400
Design 1.3CDTi 16v ecoFLEX Design 1.3CDTi 16v ecoFLEX	-	3 12075 3 12845	5138	6-M	8 110	0 12.3	3 85.6	88	1248	94/400	00 -	140/	1750	-	1103 1103	500	Zafira formula is upgraded to add busir ES 2.0CDTi 16v	- 5	23115	10171	6-M	15 11	9 10.6	55.4	134	1956 1	129/4000	- 2	21/1750	- 165	3 1300
Design 1.3CDTi 16v ecoFLEX (a/c) Design 1.3CDTi 16v ecoFLEX (a/c) Design 1.3CDTi 16v ecoFLEX (a/c)	-	3 12585 3 12850 3 13355	5140	5-M	7 10	1 14.9	9 74.3	100	248	74/400	0 -	140/	1750	-	1113 1113 1113	1000	Exclusiv 1.6CDTi 16v ecoFLEX Exclusiv 2.0CDTi 16v	- 5	24125	10615	6-M	15 11	9 10.6	55.4	134	1956 1	134/3500 129/4000	- 2	36/2000	- 165	3 1300
SE 1.3CDTi 16v ecoFLEX (a/c) SE 1.3CDTi 16v ecoFLEX (a/c)	-	3 16135 3 16405	6454	5-M	7 10	1 14.9	9 67.3	110	1248	74/400	00 -	140/	1750	-	1119	1000	Exclusiv 2.0CDTi 16v Exclusiv 2.0CDTi 16v Auto Tech Line 1.6CDTi 16v ecoFLEX	- 5	26025	11451	6-A	19 12	7 9.3	49.6	150	1956 1	162/4000 162/4000 134/3500	- 2	!58/1750 !58/1750 !36/2000	- 165	8 1450
SE 1.3CDTi 16v ecoFLEX (a/c) Excite 1.3CDTi 16v ecoFLEX (a/c)	-	3 16365 3 14070	6546	6-M	9 10	7 12.3	3 64.2	115	248	94/400	00 -	155/	1750	-	1201 1098	1200	Tech Line 2.0CDTi 16v Tech Line 2.0CDTi 16v	- 5	21900	9636	6-M	15 11	9 10.6	55.4	134	1956 1	129/4000 162/4000	- 2	21/1750 !58/1750	- 165	3 1300
SXi 1.3CDTi 16v ecoFLEX SXi 1.3CDTi 16v ecoFLEX	-	3 15220 3 15450	6180	6-M	9 10	7 12.3	3 64.2	115	248	94/400	00 -	155/	1750	-	1102 1174	1200	Tech Line 2.0CDTi 16v Auto SRi 1.6CDTi 16v ecoFLEX	- 5	23800 26890	10472 11294	6-A 6-M	19 12 16 12	7 9.3 0 10.4	49.6 4 68.9	150	1956 1 1598 1	162/4000 134/3500	- 2	58/1750 36/2000	- tb	a 1450
SXi 1.3CDTi 16v ecoFLEX (a/c) SXi 1.3CDTi 16v ecoFLEX (a/c) SXi 1.3CDTi 16v ecoFLEX (a/c)	-	3 15730 3 15995 3 15960	6398	5-M	7 10	1 14.9	9 74.3	100	248	74/400	0 -	140/	1750	-	1112 1164 1194	1000	SRi 2.0CDTi 16v	97 5	26090	11480	6-M	19 12	9 9.1	53.3	139	1956 1	129/4000 162/4000	- 2	21/1750	- 165	3 1500
Limited Edition 1.3CDTi 16v ecoFLEX (a/ S 1.3CDTi 16v ecoFLEX	(c) -		6466	5-M	7 10	1 14.9	9 67.3	110	248	74/400	0 -	140/	1750	-	1098	1000	SRi 2.0CDTi 16v BiTurbo 3	20 5	27740	10541	6-M	21 13	5 8.5	50.4	149	1956 1	162/4000 192/4000 134/3500	- 2	58/1750 95/1750 36/2000	- tb	1400
S 1.3CDTi 16v ecoFLEX S 1.3CDTi 16v ecoFLEX	-	5 14435 5 14940	5774	5-M	7 10	1 14.9	9 74.3	100	1248	74/400	00 -	140/	1750		1160	1000	SE 2.0CDTi 16v	- 5	25520	11229	6-M	15 11	9 10.6	55.4	134	1956 1	129/4000 162/4000	- 2	21/1750 258/1750	- 165	3 1300
S 1.3CDTi 16v ecoFLEX (a/c) S 1.3CDTi 16v ecoFLEX (a/c)	:	5 14680 5 14945	5872 5 5978	5-M 5-M	7 10° 7 10°	1 14.9 1 14.9	9 67.3 9 74.3	112	1248 1248	74/400 74/400	00 -	140/	1750 1750	:	1180 1180	1000 1000	SE 2.0CDTi 16v Auto SE 2.0CDTi 16v BiTurbo	- 5	27420 27785	12065	6-A 6-M	19 12 21 13	7 9.3 5 8.5	49.6 50.4	150 149	1956 1 1956 1	162/4000 192/4000	- 2	95/1750	- tb	1400
S 1.3CDTi 16v ecoFLEX (a/c) Design 1.3CDTi 16v ecoFLEX	-	5 15450 5 12675	5070	5-M	7 10	1 14.9	9 67.3	112	1248	74/400	00 -	140/	1750	-	1167	1000	Elite 2.0CDTi 16v	- 5	27020	11889	6-M	15 11	9 10.6	55.4	134	1956 1	134/3500 129/4000	- 2	21/1750	- 165	3 1300
Design 1.3CDTi 16v ecoFLEX Design 1.3CDTi 16v ecoFLEX Design 1.3CDTi 16v ecoFLEX (a/c)	-	5 12940 5 13445 5 13185	5 5378	6-M	8 110	0 12.3	3 85.6	88	248	94/400	00 -	140/	1750	-	1154	500	Elite 2.0CDTi 16v Auto	- 5	28920	12725	6-A	19 12	7 9.3	49.6	150	1956 1	162/4000 162/4000	- 2	58/1750		8 1450
Design 1.3CDTi 16v ecoFLEX (a/c) Design 1.3CDTi 16v ecoFLEX (a/c) Design 1.3CDTi 16v ecoFLEX (a/c)	-	5 13450 5 13955	5380	5-M	7 10	1 14.9	9 74.3	100	1248	74/400	00 -	140/	1750	-	1187	1000	Elite 2.0CDTi 16v BiTurbo Insignia Sets the benchmark for CO, emissions												Rat	ing **	
SE 1.3CDTi 16v ecoFLEX (a/c) SE 1.3CDTi 16v ecoFLEX (a/c)		5 16735 5 17000	6694 6800	5-M 5-M	7 10° 7 10°	1 14.9 1 14.9	9 67.3 9 74.3	112	1248 1248	74/400 74/400	00 -	140/ 140/	1750 1750	:	1192 1192	1000 1000	Design 2.0CDTi Design 2.0CDTi ecoFLEX	- 4 - 4	18244 19694	7662 8271	6-M 6-M	16 12 20 13	7 11.1 6 9.5	62.8 65.7	119	1956 1 1956 1	129/4000 161/4000	- 2	21/1750 58/1750	- tb:	a 1600 a 1600
SE 1.3CDTi 16v ecoFLEX (a/c) Excite 1.3CDTi 16v ecoFLEX (a/c)		5 16965 5 14670	5 6786 5 5868	6-M 5-M	9 10	7 12.3 1 14.9	3 64.2 9 67.3	115	1248 ! 1248 :	94/400 74/400	00 -	140/	1750		1222 1180	1000	SRi 2.0CDTi ecoFLEX SRi 2.0CDTi Auto	- 4	21494 23159	9027 9727	6-M 6-A	20 13 20 13	6 9.5 0 9.6	65.7 53.3	114 140	1956 1 1956 1	161/4000 161/4000	- 2	58/1750 58/1750	- tb:	a 1600
SXi 1.3CDTi 16v ecoFLEX SXi 1.3CDTi 16v ecoFLEX SXi 1.3CDTi 16v ecoFLEX	-	5 15815 5 16045 5 16330	6418	6-M	9 10	7 12.3	3 64.2	115	248	94/400	0 -	155/	1750		1174 1204 1194	1200	Elite 2.0CDTi ecoFLEX	- 4	23874	10027	6-M	20 13	6 9.5	65.7	114	1956 1	161/4000 161/4000	- 2	58/1750 58/1750 21/1750		a 1600
SXi 1.3CDTi 16v ecoFLEX (a/c) SXi 1.3CDTi 16v ecoFLEX (a/c) SXi 1.3CDTi 16v ecoFLEX (a/c)	-	5 16330 5 16595 5 16560	6638	5-M	7 10	1 14.9	9 74.3	100	248	74/400	0 -	140/	1750		1194	1000	Design 2.0CDTi	- 5	18244	7662	6-M	16 12	7 11.1	62.8	119	1956 1	118/4000 129/4000 129/4000	- 2	21/1750 21/1750 21/1750		88 1700 88 1600 a 1600
Limited Edition 1.3CDTi 16v ecoFLEX (a/ Meriva													1750			1000	Design 2.0CDTi ecoFLEX 3	28 5	19334	8120	6-M	18 12	7 10.5	76.3	98	1956 1	138/4000 161/4000	- 2	158/1750 158/1750 158/1750	- 153 - 153	88 1700
It does a cool trick with its doors, it's S 1.7CDTi 16v Auto	-	5 20995	7138	6-A	14 111	1 12.9	9 46.3	160	1686 1	109/36	00 -	207/	gh. 2300	-	tba	1200	Design 2.0CDTi Auto Energy 2.0CDTi ecoFLEX	- 5	21359 22454	8971 8982	6-A 6-M	20 13 16 12	0 9.6 1 11.9	53.3 76.3	140 98	1956 1 1956 1	161/4000 118/4000	- 2	58/1750 21/1750	- tb:	a 1600 88 1700
Exclusiv 1.6CDTi 16v ecoFLEX Exclusiv 1.6CDTi 16v ecoFLEX		5 20175 5 20485	6860 6965	6-M 6-M	13 100 16 11	8 13.8 5 12.5	8 70.6 5 74.3	105 ·	1598 ! 1598 1	94/350 109/35	00 -	207/ 221/	1500 1750		tba tba	1050 1050	Energy 2.0CDTi Energy 2.0CDTi Auto	- 5	21614	9078 9769	6-M 6-A	16 12 16 12	7 11.1 6 11.1	62.8 53.3	119	1956 1 1956 1	129/4000 129/4000	- 2	21/1750 21/1750	- 153	88 1600 a 1600
Exclusiv 1.7CDTi 16v Auto		5 21660 2 ##													tba		0,										138/4000 监 €		:58/1750 当記		
	ISSUE TESTED	DOORS LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP Top speed	0-62MPH	COMBINED MPG (RANGE)	CO2 G/F	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR	ENGINE TORQUE	B FT/RI	ELECTIRC MOTOR TORQUE LB FT/RPM	EIGHT (K	TOWING WEIGHT (KG)		ISSUE TESTED	ST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	C02 G/KM	ENGINE CO	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM KERB WEIGHT (KG)	TOWING WEIGHT (KG)
	ISSI	SIT	TRADE		= =		COMB			ENGI	ELECTR	ENGIN	_	ROUEL	ERB WE	WE		ISS	LIST	TRADE		= =		COMB			ENGI	ELECT.	ENGIN	ELECTI IRQUE L ERB WE	WE
3 5: 10														1	×															7 3	

	ISSUE TESTED	LIST PRICE 5	TRADE-IN VALUE	GEARBOX	INS. GROUP TOP SPEED	0-62MPH	COMBINED MPG	C02 G/KIM	ENGINE CC	ENGINE POWER	ELECTRIC MOTOR	POWER BHF	ENGINE TORQUE LB FT/RPN	ELECTIRC MOTOR	UKQUE LB FI/KPM KERB WEIGHT (KG)	TOWING WEIGHT (KG)	WEIGHT (NA)		ISSUE TESTED	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP TOP SPEED	0-62MPH	COMBINED MPG (RANGE)	C02 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM ELECTIRC MOTOR	ORQUE LB FT/RPM	KERB WEIGHT (KG)
nergy 2.0CDTi ecoFLEX nergy 2.0CDTi Auto		5 23064 5 24729	9687 10386								00 -	- 25	58/175 58/175	0 -	153	8 1600 1600		SE Design 1.4 TDI SEL 1.4 TDI		16375 16120									- 1		- 1	
mited Edition 2.0CDTi ecoFLEX mited Edition 2.0CDTi	- 5	23554	9422	6-M	16 12	1 11.9	76.3	98	1956	118/40	00 -	- 22	21/175	0 -	153	8 1700 8 1600	0	SEL 1.4 TDI New Golf		16750											- 1	1176
mited Edition 2.0CDTi Auto mited Edition 2.0CDTi ecoFLEX	- 5	24359 23804								129/40 138/40			21/175 58/175			1600 8 1700		Magnificent seventh effort. compreher S 1.6 TDI		rework 18795												tba
mited Edition 2.0CDTi ecoFLEX mited Edition 2.0CDTi Auto		24164 25829	10149 10848										58/175 58/175			8 1600 1 1600		S 1.6 TDI S 1.6 TDI		19450 19600								9/2750 3/3000		170/1400 184/1500		tba 1295
Ri 2.0CDTi ecoFLEX Ri 2.0CDTi		20884 20044								118/40			21/175 21/175			8 1700 8 1600		S 1.6 TDI BlueMotion 1.6 TDI		20255 20815										184/1500 184/1500		1325 1280
Ri 2.0CDTi ecoFLEX Ri 2.0CDTi ecoFLEX		21134 21494	8876	6-M	19 12	7 10.5	76.3	98	1956	138/40	00 -		58/175 58/175			8 1700 8 1600		BlueMotion 1.6 TDI SE 1.6 TDI	- 5	21470 20535	10306	6-M 1	15 124	10.5	88.3	85 1	598 10	9/3200	- 1	184/1500 184/1500		1310 1295
Ri 2.0CDTi Auto Ri 2.0CDTi BiTurbo		23159 24954	9727	6-A	20 13	9.6	53.3	140	1956	161/40 192/40	00 -	25	58/175 95/175	0 -	-	1600 9 1700			321 5	21190 22605	11019	5-M	11 119	10.7	74.3	99 1	598 10	3/3000	- 1	184/1500 184/1500	- 13	1325 1343
Ri VX-Line 2.0CDTi ecoFLEX Ri VX-Line 2.0CDTi		22104 21264								118/40		_	21/175 21/175			8 1700 8 1600		SE 2.0 TDI SE 2.0 TDI		22050 22705										236/1750 236/1750		1354 1384
Ri VX-Line 2.0CDTi ecoFLEX Ri VX-Line 2.0CDTi ecoFLEX		22354								138/40			58/175 58/175			8 1700 8 1600		SE 2.0 TDI Auto Match 1.6 TDI		24120 20535										236/1750 184/1500		1405 1295
Ri VX-Line 2.0CDTi Auto Ri VX-Line 2.0CDTi BiTurbo		24379 26174								161/40			58/175 95/175		-	1600 9 1700		Match 1.6 TDI Match 1.6 TDI Auto		21190 22605										184/1500 184/1500		1325 1343
E 2.0CDTi ecoFLEX E 2.0CDTi		20884 20044	8354	6-M	15 12	1 11.9	76.3	98	1956	118/40	00 -		21/175			8 1700 8 1600		Match 2.0 TDI Match 2.0 TDI	- 3	22050 22705	11025	6-M 1	16 134	8.6	68.9	106 1	968 14	8/3500	- 2	236/1750 236/1750		1354 1384
E 2.0CDTi ecoFLEX E 2.0CDTi ecoFLEX	- 5	21134 21494	8876	6-M	19 12	7 10.5	76.3	98	1956		00 -		58/175 58/175			8 1700 8 1600		Match 2.0 TDI Auto GT 2.0 TDI	- 5	24120 23500	12542	6-A	16 131	8.6	62.8	119 1	968 14	8/3500	- 2	236/1750 236/1750		1405 1354
E 2.0CDTi Auto sch Line 2.0CDTi ecoFLEX	- 5		9727	6-A	20 13	9.6	53.3	140	1956	161/40	00 -	- 25	58/175 21/175	0 -	tba	1600 8 1700	0	GT 2.0 TDI	- 5	24155 25570	12561	6-M 1	17 134	8.6	68.9	106 1	968 14	8/3500	- 2	236/1750 236/1750	- 13	1384 1405
ech Line 2.0CDTi ecoFLEX ech Line 2.0CDTi ecoFLEX	- 5	21984 22344	9233	6-M	19 12	7 10.5	76.3	98	1956	138/40	00 -	25	8/175 8/175	0 -	153	8 1700 8 1600	0	GTD 2.0 TDI GTD 2.0 TDI	- 3	25765 26420	13913	6-M 2	26 143	7.5	67.3	109 1	968 18	1/3500	- 2	258/2500 258/2500	- 13	1377 1407
ech Line 2.0CDTi Auto ite 2.0CDTi ecoFLEX	- 5	24009		6-A	20 13	9.6	53.3	140	1956	161/40	00 -	25	58/175 21/175	0 -	tba	1600 8 1700	0	GTD 2.0 TDI Auto	- 3	27180 27835	14677	6-A 2	26 143	7.5	62.8	119 1	968 18	1/3500	- 2	258/2500 258/2500	- 13	1395 1425
ite 2.0CDTi ecoFLEX ite 2.0CDTi ecoFLEX	- 5	23514	9876	6-M	19 12	7 10.5	76.3	98	1956	138/40	00 -	- 25	58/175 58/175	0 -	153	8 1700 8 1600	0		328 5	25845 20145	tba	1-A 1	15 87	10.4	(118)	0			114		99 1	
ite 2.0CDTi Auto ite 2.0CDTi BiTurbo Auto	- 5	5 25539 5 27519	10726	6-A	20 13	9.6	53.3	140	1956	161/40	00 -	- 25	58/175 95/175	0 -	tba	1600 6 1700	0	Estate S 1.6 TDI Estate BlueMotion 1.6 TDI	- 5	20950 22165	10056	5-M 1	12 120	11.2	72.4	102 1	598 10	3/3000	- 1	184/1500 184/1500	- 13	1395 1391
Design 2.0CDTi ecoFLEX Design 2.0CDTi	- 5	5 20384 5 19544	8154	6-M	15 118	12.4	72.4	104	1956		00 -	- 22	21/175 21/175 21/175	0 -		1600	0	Estate SE 1.6 TDI Estate SE 1.6 TDI Auto	- 5	21885 23300	10505	5-M	11 120	11.2	72.4	102 1	598 10	3/3000	- 1	184/1500 184/1500	- 13	1395 1410
Design 2.0CDTi ecoFLEX	- 5	20634	8254	6-M	18 12	1 10.9	72.4	104	1956	138/40	00 -	- 25	8/175	0 -	tba	1600	0	Estate SE 2.0 TDI	- 5	23400	11232	6-M 1	17 135	8.9	67.3	108 1	968 14	8/3500	- 2	236/1750	- 14	1436
Design 2.0CDTi ecoFLEX Design 2.0CDTi Auto	- 5	5 20994 5 22699	9534	6-A	20 13	0 10.1	50.4	149	1956	161/40	00 -	- 25	58/175 58/175	0 -	tba	1600	0	Estate SE 2.0 TDI Auto Estate GT 2.0 TDI Estate GT 2.0 TDI Auto	- 5	24815 24850	11928	6-M 1	17 135	8.9	67.3	108 1	968 14	8/3500	- 2	236/1750	- 14	145 143
Energy 2.0CDTi ecoFLEX Energy 2.0CDTi	- 5	21234	8158	6-M	16 12	11.6	60.1	124	1956	129/40	00 -	- 22	21/175 21/175 20/475	0 -	tba	1600	0	Estate GT 2.0 TDI Auto Golf Tootoful banchmark for driving actions												236/1750 Ratin		
Energy 2.0CDTi ecoFLEX Energy 2.0CDTi ecoFLEX	- 5	5 21484 5 21844	9174	6-M	20 13	9.9	62.8	119	1956		00 -	- 25	8/175 8/175	0 -		1600	0	Tasteful benchmark for driving satisfal Cabriolet S 1.6 TDI BMT	- 2	23270	11635	5-M 1	17 117	12.1	64.2	117 1	598 10	3/4400	- 1	184/1500		150
Energy 2.0CDTi Auto Limited Edition 2.0CDTi ecoFLEX	- 5	23549 24854	9942	6-M	16 118	12.4	72.4	104	1956	161/40 118/40	00 -	- 22	58/175 21/175	0 -	tba	1600	0	Cabriolet SE 2.0 TDI BMT	- 2	25720	12860	6-M 2	23 129	9.9	62.8	119 1	968 13	8/4200	- 2	236/1750		152
Limited Edition 2.0CDTi Limited Edition 2.0CDTi ecoFLEX		5 24014 5 25104	9606 10042										21/175 58/175		tba	1600		Cabriolet SE 2.0 TDI BMT Auto Cabriolet GT 2.0 TDI BMT		27150 26910											- 1:	
Limited Edition 2.0CDTi ecoFLEX Limited Edition 2.0CDTi Auto		25464 27169	10695 11411										58/175 58/175		tba	1600		Cabriolet GT 2.0 TDI BMT Auto Golf SV	- 2	28340	14170	6-A 2	23 127	9.9	55.4	134 1	968 13	8/4200	- 2	236/1750 Ratin	- 1	
SRi 2.0CDTi ecoFLEX SRi 2.0CDTi	- 5	22184 21344	8874	6-M	15 118	12.4	72.4	104	1956	118/40	00 -		21/175 21/175		tba			Need space for your family but find MI S 1.6 TDI		oo dow 20695							ical ar 598 89			o drive. 170/1400	- 14	141
SRI 2.0CDTI ecoFLEX SRI 2.0CDTI ecoFLEX		22434	8974	6-M	19 12	1 10.9	72.4	104	1956	138/40 161/40	00 -	- 25	58/175 58/175	0 -	tba				329 5	21650 23065	tba	5-M 1	13 119	11.3	72.4	101 1	598 10	9/3200 9/3200	- 1	184/1500 184/1500	- 14	142 150
SRi 2.0CDTi Auto SRi 2.0CDTi BiTurbo			10290	6-A	20 13	0 10.1	50.4	149	1956		00 -	25	58/175 95/175	0 -	tba	1600	0	BlueMotion 1.6 TDI SE 1.6 TDI	- 5	22715 22585	tba tba	6-M 1	13 122	11.3	78.5	95 1	598 10	9/3200	- 1	184/1500 184/1500	- 14	143
SRI VX-Line 2.0CDTi ecoFLEX SRI VX-Line 2.0CDTi		23404	9362	6-M	16 11	3 12.4	72.4	104	1956	118/40	00 -	- 22	21/175 21/175	0 -	tba	1600	0	SE 1.6 TDI Auto SE 2.0 TDI	- 5	24000 23950	tba	7-A	11 119	11.3	70.6	104 1	598 10	9/3200	- 1	184/1500 251/1750	- 1	150 147
SRI VX-Line 2.0CDTi ecoFLEX SRI VX-Line 2.0CDTi ecoFLEX	- 5	23654	9462	6-M	19 12	4 10.9	72.4	104	1956	138/40	00 -	25	58/175 58/175	0 -	tba	1600	0	SE 2.0 TDI Auto GT 2.0 TDI	- 5	25365 25400	tba	6-A	17 130	9.2	60.1	122 1	968 14	8/3500 8/3500	- 2	251/1750 251/1750 251/1750	- 14	149 147
SRI VX-Line 2.0CDTi Auto SRI VX-Line 2.0CDTi BiTurbo	- 5	25719		6-A	20 13	0 10.1	50.4	149	1956	161/40	00 -	25	58/175 95/175	0 -		1600	0			26815								8/3500		251/1750	- 1	149
SE 2.0CDTi ecoFLEX	- 5	22184	8874	6-M	15 118	12.4	72.4	104	1956	118/40	00 -	- 22	21/175	0 -	tba	1600	0	VW's mini Passat is spacious and class		ut sells										Ratin 184/1750	•	139
SE 2.0CDTi ecoFLEX SE 2.0CDTi ecoFLEX	- 5	22434	9573	6-M	20 13	9.9	62.8	119	1956	138/40	00 -	- 25	58/175 58/175	0 -	tba	1600	0	S 2.0 TDI SE 2.0 TDI	- 4	21425	8999	5-M t	ba 122	11.0	70.6	105 1	968 10	9/3200	- 1	184/1750	- 13	139
SE 2.0CDTi Auto Tech Line 2.0CDTi ecoFLEX	- 5	24499	9214	6-M	15 118	3 12.4	72.4	104	1956	118/40	00 -	- 22	58/175 21/175	0 -	tba	1600	0	SE 2.0 TDI Auto SE 2.0 TDI	- 4	22850 22425	9419	6-M t	ba 137	8.9	67.3	109 1	968 14	8/3500	- 2	251/1750	- 14	141 142
Tech Line 2.0CDTi ecoFLEX Tech Line 2.0CDTi ecoFLEX	- 5	23284 23644	9930	6-M	20 13	3 9.9	62.8	119	1956	161/40	00 -	25	8/175	0 -	tba		0	SE 2.0 TDI Auto GT 2.0 TDI	- 4	22290	9362	5-M t	ba 122	11.0	70.6	105 1	968 10	9/3200	- 1	184/1750		139
Tech Line 2.0CDTi Auto Elite 2.0CDTi ecoFLEX	- 5	25349 24564	9826	6-M	16 118	12.4	72.4	104	1956	118/40	00 -	- 22	21/175	0 -	tba	1600	0	GT 2.0 TDI Auto GT 2.0 TDI	- 4	23290	9782	6-M t	ba 137	8.9	67.3	109 1	968 14	8/3500	- 2	251/1750	- 1	142
Elite 2.0CDTi ecoFLEX Elite 2.0CDTi ecoFLEX	- 5	24814 25174	10573	6-M	20 13	9.9	62.8	119	1956	161/40	00 -	25	8/175	0 -	tba		0	GT 2.0 TDI Auto Beetle												251/1750 Ratin		
Elite 2.0CDTi Auto Elite 2.0CDTi BiTurbo Auto	- 5	26879 28819	10951	6-A	24 13	9.0	48.7	154	1956	192/40	00 -	- 29	5/175	0 -	tba		0	Reworked to attract male drivers. It sh 1.6 TDI BMT	- 3	17660	9183	5-M	11 112	11.5	65.7	113 1	598 10	3/4400	- 1	184/1500	- 1	137
Intry Tourer 2.0CDTi ecoFLEX Intry Tourer 2.0CDTi Auto	- 5	24349 26009	10404	6-M	20 12	7 10.9	50.4	149	1956	161/40	00 -	25	8/175	0 -	tba	1600	0	Design 1.6 TDI BMT Design 1.6 TDI BMT Auto	- 3	21495	11177	7-A 1	12 111	11.5	65.7	114 1	598 10	3/4400	- 1		- 13	139
untry Tourer 2.0CDTi 4X4 untry Tourer 2.0CDTi 4X4 Auto		5 25494 5 27154																Design 2.0 TDI Design 2.0 TDI Auto		20735 22340										236/1750 236/1750	- 13 - 14	
untry Tourer 2.0CDTi BiTurbo 4X4 Aut	to - 5	29854	11345	6-A	23 13	9.9	42.8	174	1956	192/40	- 00	29				8 2000		Sport 2.0 TDI Sport 2.0 TDI Auto		22555 24160										236/1750 236/1750	- 13 - 14	139 141
v Audi A5-sized soft-top makes us 2.0CDTi 16v		mix of 2 26115										- 25		_				Cabriolet 1.6 TDI BMT Cabriolet Design 1.6 TDI BMT	- 2	20550 22925	9453 10546	5-M 1	15 111 16 111	12.1 12.1	62.8 62.8	118 1 118 1	598 10 598 10	3/4400		184/1500 184/1500		146 146
2.0CDTi 16v Auto 2.0CDTi 16v	- 2	2 27635 2 28215	11054	6-A	23 13	2 9.6	45.6	163	1956	162/40	00 -	- 25	8/175	0 -	174	1 1300 1 1250	0	Cabriolet Design 1.6 TDI BMT Auto Cabriolet Design 2.0 TDI	- 2	24385 23755	11217	7-A 1	16 109	12.1	62.8	119 1	598 10	3/4400	- 1	184/1500 236/1750		148 148
2.0CDTi 16v Auto 2.0CDTi 16v BiTurbo	- 2	2 29735 2 29700	11894	6-A	23 13	2 9.6	45.6	163	1956	162/40	00 -	- 25	8/175	0 -	174	1 1300	0	Cabriolet Design 2.0 TDI Auto Cabriolet Sport 2.0 TDI	- 2	25245 25355	11108	6-A 2	20 120	9.9	50.4	145 1	968 13	8/4200	- 2	236/1750	- 1: - 1:	15
okka y SUV to take on Nissan's Juke. I																***				26845										236/1750 Ratin	- 1	15
lusiv 1.7CDTi 16v ecoFLEX lusiv 1.7CDTi 16v Auto	- 5	5 19949 5 20954	6783	6-M	13 110	6 10.0	62.8	120	1686	129/40	00 -	22	21/200	0 -		1200		Further shift into luxury territory by VV S 1.6 TDI		II mani 22215									pricie	r than ev	er.	tb
usiv 1.7CDTi 16v 4X4	- 5	21649	7361	6-M	13 114	1 10.4	57.6	129	1686	129/40	00 -	- 22	21/200	0 -	tba	1200	0	S 1.6 TDI Auto	- 4	23815	10479	7-A t	ba tba	tba	tba	103 1	ba	tba	-	tba	- t	tb
Line 1.7CDTi 16v ecoFLEX	- 5	17949 18964	6448	6-A	12 114	1 10.9	53.3	139	1686	129/40	00 -	- 22	21/200	0 -	tba	1200	0	S 2.0 TDI S 2.0 TDI Auto	- 4	23340 24940	11472	6-At	ba tba	tba	tba	118 1	ba	tba tba			- t	tb
Line 1.7CDTi 16v 4X4 .7CDTi 16v ecoFLEX	- 5	19649 5 22449	7633	6-M	14 110	6 10.0	62.8	120	1686	129/40	00 -	- 22	21/200	0 -	tba	1200	0	SE 1.6 TDI SE 1.6 TDI Auto	- 4	23310 24910	10960	7-A t	ba tba	tba	tba	103 1	ba	tba tba	:	tba	- t	tb tb
.7CDTi 16v Auto .7CDTi 16v 4X4		23454 24149											21/200	0 -	tba		0	SE 2.0 TDI SE 2.0 TDI Auto	- 4	24435 26035	11976	6-At	ba tba	tba	tba	118 1	ba	tba tba			- t	tb
tara ines are refined and the Antara is	s pleas	ant to c	drive. I	t's ju	st tha	at the	орр	ositio	on do	thing	s bet	ter.		_		***		SE Business 1.6 TDI SE Business 1.6 TDI Auto	- 4	24010 25610	11268	7-A t	ba tba	tba	tba	103 1	tba	tba tba			- t	tb
usiv 2.2CDTi 16v usiv 2.2CDTi 16v 4X4	287 5	21065 23485	10954 11273	6-M	25 11 25 11	7 9.9 7 9.9	44.1	167 2 177	2231 2231	161/38	00 - 00 -	25	8/200	0 -	191	1 2000	0	SE Business 2.0 TDI SE Business 2.0 TDI Auto	- 4	25135 26735	12298	6-At	ba tba	tba	tba	118 1	ba	tba tba		tba	- t	tb tb
usiv 2.2CDTi 16v 4X4 Auto lond 2.2CDTi 16v	- 5	24665 21865	11839	6-A	25 11:	3 12.0	33.2	225	2231	161/38	00 -	25	58/200 58/200	0 - 0 -	193 183	6 1700 6 2000	0	GT 1.6 TDI GT 1.6 TDI Auto	- 4	25305 26905	11134	6-M t	ba tba	tba	tba	107 1	ba	tba tba	:	tba	- t	th
nond 2.2CDTi 16v 4X4 nond 2.2CDTi 16v 4X4 Auto	- 5	24285 25465	11657	6-M	24 11	7 9.9	42.2	177	2231	161/38	00 -	- 25		0 -	191	1 2000 6 1700	0	GT 2.0 TDI GT 2.0 TDI Auto	- 4	26430 28030	12158	6-M t	ba tba	tba	tba	109 1	ba	tba tba	:	tba	- t	th
lav 2.2CDTi 16v 4X4 lav 2.2CDTi 16v 4X4 Auto	- 5	26325 27515	12636	6-M	28 11	7 9.9	42.2	177	2231	161/38	00 -	25	58/200 58/200	0 -	191	1 2000 6 1700	0	GT 2.0 TDI GT 2.0 TDI Auto	- 4	27780 29380	12223	6-M t	ba tba	tba	tba	107 1	ba	tba tba		tba	- t	th
lav 2.2CDT1 16V 4X4 lav 2.2CDT1 16V 4X4 lav 2.2CDT1 16V 4X4 Auto	- 5	27385 28565	13693	6-M	28 124	4 9.6	42.2	177	2231	181/38	00 -	- 29	5/200	0 -	191	1 2000 6 1700	0	GT 2.0 BITDI 4MOTION Auto R-Line 2.0 TDI	- 4	34510 27425	15184	6-At	ba tba	tba	tba	139 1	ba	tba tba		tba	- t	th
OLKSWAGEN		_0000	. 1200	v-M	-v 11	.0.	UU.2			.01100		43	J/200		- 133	. 17UL		R-Line 2.0 TDI R-Line 2.0 TDI Auto R-Line 2.0 TDI	- 4	29025 28775	13352	6-At	ba tba	tba	tba	119 1	ba	tba tba		tba	- t	th
dealers: 208 Warranty: 3	years/	/60,00	0mile	s Se	ervic	ing:	Vari	iable	sch	edule	(e-ı	ıp! '						R-Line 2.0 TDI Auto	- 4	30375	13365	6-At	ba tba	tba	tba	119 1	tba	tba	-	tba	- t	tk
class city car with all-electric dri														_		G SOON		R-Line 2.0 BiTDI 4MOTION Auto Estate S 1.6 TDI	- 5	35505 23745	10448	6-Mt	ba tba	tba	tba	108 1	ba	tba tba	÷	tba	- t	th
ew Polo		19270											Ra	ting		ı		Estate S 1.6 TDI Auto Estate S 2.0 TDI	- 5	25345 24870	11440	6-Mt	ba tba	tba	tba	107 1	ba	tba tba		tba	- t	tb
narket, classy supermini that mig 1.4 TDI	329 3	14645	7615	5-M	12 10	7 12.9	83.1	88	1422	74/30	00 -	- 15	ore k 55/150	it	115	2 1000	0	Estate S 2.0 TDI Auto Estate SE 1.6 TDI	- 5	26470 24840	10930	6-M t	ba tba	tba	tba	108 1	ba	tba tba		tba tba	- t	tb
1.4 TDI Design 1.4 TDI	- 5	5 15275 3 15745	7943	5-M	12 10	7 12.9 7 12.9	9 83.1 9 83.1	88	1422	74/30	00 - 00 -	· 15	55/150 55/150	0 -	117 115	7 1000 2 1000	0	Estate SE 1.6 TDI Auto Estate SE 2.0 TDI		26440 25965				tba	tba	107 1		tba tba		w		tb tb
														MOTOR															BE			(KG)
	ISSUE TESTED	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GROUP Top speed	0-62MPH	COMBINED MPG	C02 G	ENGINE CC	ENGINE POWER	TRIC MO	POWER	ENGINE TORQUE LB FT/RPM	ELECTIRC MO	EGHT	TOWING WEIGHT (KG)			ISSUE TESTED	LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS. GR TOP SP	0-62MPH	COMBINED MPG (RANGE)	C02 G	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM ELECTIRC MOTOR	TORQUE LB FT/RPM	VEDR WEIGHT

	ISSUE TESTED	DOORS	LIST PRICE £	TRADE-IN VALUE	GEARBOX	TOP SPEED	0-62МРН	COMBINED MPG (RANGE)	C02 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR Power Bhp	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR TORQUE LB FT/RPM	KERB WEIGHT (KG)	TOWING WEIGHT (KG)		ISSUE TESTED	DOOKS LIST PRICE £	TRADE-IN VALUE	GEARBOX	INS, GROUP	O-G2MBH	COMBINED MPG	(RANGE) CO2 G/KM	ENGINE CC	ENGINE POWER BHP/RPM	ELECTRIC MOTOR POWER BHP	ENGINE TORQUE LB FT/RPM	ELECTIRC MOTOR Torque LB FT/RPM Kerr Weight (KG)	TOWING WEIGHT (KG)
New Passat (continued) Estate SE 2.0 TDI Auto		5 27	565 1	12680	6-A th	oa tba	tba	tba	119	ba	tba		tba		tba	tba	SE 2.0 TDI SE 2.0 TDI Auto										174/420 174/420	0 -	280/1750 280/1750	- 180	04 2200
Estate SE Business 1.6 TDI Estate SE Business 1.6 TDI Auto	-	5 25	540 1	11238	6-M th	a tba	tba	tba	108	ba	tba tba		tba tha		tba tba	tba tba	SEL 2.0 TDI SEL 2.0 TDI Auto										138/420 138/420		236/1750 236/1750		
Estate SE Business 2.0 TDI Estate SE Business 2.0 TDI Auto	-	5 26	665 1	12266	6-M th	a tba	tba	tba		ba	tba tba		tba tba		tba tba	tba tba	SEL 2.0 TDI SEL 2.0 TDI Auto										174/420 174/420		280/1750 280/1750		
Estate GT 1.6 TDI	-	5 26	835 1	11807	6-M tb	a tba	tba	tba	109	ba	tba		tba		tba	tba	Executive 2.0 TDI Executive 2.0 TDI Auto	- :	5 3184	0 1464	6 6-M	18 12	21 10	.9 50.	4 14	6 1968	138/420 138/420	0 -	236/1750 236/1750		
Estate GT 1.6 TDI Auto Estate GT 2.0 TDI	-	5 27	960 1	12862		a tba	tba	tba	110		tba tba		tba tba		tba tba	tba tba	New Touareg										100/420			ing **	
Estate GT 2.0 TDI Auto Estate GT 2.0 TDI					6-A th				122	ba ba	tba tba	:	tba tba		tba tba	tba tba	Large SUV gains a new face, uplift in SE 3.0 V6 TDI BMT Auto	-	5 4300	0 2150	0 8-A	tba tb	a tt	a 42.	8 17	3 2967	tba	-	tba	- tb	
Estate GT 2.0 TDI Auto Estate GT 2.0 BiTDI 4MOTION Auto									120		tba tba		tba tba		tba tba	tba tba	SE 3.0 V6 TDI BMT Auto Escape 3.0 V6 TDI BMT Auto			0 2225							tba tba		tba tba	- tb:	
Estate R-Line 2.0 TDI Estate R-Line 2.0 TDI Auto	-	5 28	955 1	13319	6-M th	a tba	tba	tba	110	ba	tba tba		tba tba		tba tba	tba tba	R-Line 3.0 V6 TDI BMT Auto R-Line 3.0 V6 TDI BMT Auto			0 2300 0 2375							tba tba		tba tba	- tb	
Estate R-Line 2.0 TDI	-	5 30	305 1	13334	6-M tb	a tba	tba	tba	110	ba	tba		tba		tba	tba	Phaeton Impressively refined and sumptuous,											now		ing **	
					6-A th				140	ba ba	tba tba	-	tba tba			tba tba	3.0 V6 TDI 4MOTION SWB 3.0 V6 TDI 4MOTION LWB		4 5476	0 1642	8 6-A	45 14	17 8	.3 33.	2 22	4 2967	241/400	0 -	369/1500		
Passat Upmarket quality backed by reassurar														ting >			XL1 Groundbreaking two-seat ecocar wea												Rat	- 231 ing **	
S 1.6 TDI BMT S 2.0 TDI BMT	-	4 22	425 1	10316	6-M 2	1 132	9.8	61.4	119 1	968 1	03/4400 38/4200		184/150 236/175	0 -	1532	1800	TDI Plug-In-Hybrid												89/tba	103 79	
S 2.0 TDI BMT Auto BlueMotion 1.6 TDI											38/4200 03/4400		236/175 184/150		1560 1505		Amarok Pick up that thinks it's a car, drives e													ing **	
Executive 1.6 TDI BMT Executive 2.0 TDI BMT											03/4400 38/4200		184/150 236/175		1499 1532		Startline 2.0 TDI Selectable 4MOTION Trendline 2.0 TDI Selectable 4MOTION										138/375 138/375		251/1750 251/1750	- 210	
Executive 2.0 TDI BMT Auto Executive 2.0 TDI BMT	-	4 25	540 1	11748	6-A 2	1 131	9.8	54.3	135 1	968 1	38/4200 74/4200	-	236/175 280/175	0 -	1560 1534	1800	Trendline 2.0 BiTDI Selectable 4MOTION Highline 2.0 BiTDI Selectable 4MOTION										178/400		295/1500 295/1500	- 205	58 3000 79 3000
Executive 2.0 TDI BMT Auto	-	4 26	890 1	11832	6-A 2	6 139	8.4	54.3	136 1	968 1	74/4200		280/175	0 -	1559	1800	Highline 2.0 BiTDI Permanent 4MOTION Aut Dark Label 2.0 BiTDI Selectable 4MOTION										178/400 178/400		310/1750 295/1500		93 3200 79 3000
Executive Style 1.6 TDI BMT Executive Style 2.0 TDI BMT	-	4 24	790 1	11403	6-M 2	1 132	9.8	61.4	119 1	968 1	03/4400 38/4200	-	184/150 236/175	0 -	1532	1800	Dark Label 2.0 BiTDI Permanent 4MOTION Au												310/1750	- 209	
Executive Style 2.0 TDI BMT Auto Executive Style 2.0 TDI BMT											38/4200 74/4200		236/175 280/175		1560 1534		VOLVO	vooro	Jen r	nnmil	00 60	mri e		. 10	000	milaa	/D2 10	5 500	miloo)		
Executive Style 2.0 TDI BMT Auto Estate S 1.6 TDI BMT											74/4200 03/4400		280/175 184/150		1559 1543		UK dealers: 109 Warranty: 3 S60	years	5/0U,C	UUIIIII	65 3 6	HVIC	.III§	; 10,	,uuu	IIIIIES	(DZ 12	2,500		ing **	***
Estate S 2.0 TDI BMT Estate S 2.0 TDI BMT Auto		5 23	855 1	10973	6-M 2	1 130	10.0	61.4	120 1	968 1	38/4200 38/4200	-	236/175 236/175	0 -	1571 1601	1800	Very safe alternative to Audi A4 and on D2 Business Edition													oo. - 147	77 1300
Estate BlueMotion 1.6 TDI	-	5 22	775 1	10021	6-M 1	6 122	2 12.5	65.7	113 1	598 1	03/4400		184/150	0 -	1547	1200	D2 Business Edition Auto D3 Business Edition		4 2303	0 967	3 6-A	17 11	8 12	2.3 68.	9 10	7 1560	113/360 134/350	0 -	199/1750 258/1500	- 149	97 1300
Estate Executive 1.6 TDI BMT Estate Executive 2.0 TDI BMT	-	5 25	220 1	11601	6-M 2	1 130	10.0	61.4	120 1	968 1	03/4400 38/4200		184/150 236/175	0 -	1543 1571	1800	D3 Business Edition Auto	-	4 2368	0 994	6 6-A	22 12	24 10	.2 58.	9 12	6 1984	134/350	0 -	258/1500	- 156	62 1600
Estate Executive 2.0 TDI BMT Auto Estate Executive 2.0 TDI BMT											38/4200 74/4200		236/175 280/175		1601 1558		D4 Business Edition D4 Business Edition Auto	-	4 2499	5 1049	8 8-A	26 14	13 7.	.4 67.	3 10	9 1969	178/425 178/425	0 -	295/1750 295/1750	- 156	3 1750
Estate Executive 2.0 TDI BMT Auto Estate Executive Style 1.6 TDI BMT											74/4200 03/4400		280/175 184/150		1580 1543		D2 SE D2 SE Auto										113/360 113/360		199/1750 199/1750		
Estate Executive Style 2.0 TDI BMT Estate Executive Style 2.0 TDI BMT Auto	-	5 26	215 1	12059	6-M 2	1 130	10.0	61.4	120 1	968 1	38/4200 38/4200	-	236/175 236/175	0 -	1571 1601	1800	D3 SE D3 SE Auto										134/350 134/350		258/1500 258/1500	- 153 - 156	
Estate Executive Style 2.0 TDI BMT	-	5 27	565 1	12129	6-M 2	6 139	8.6	60.1	123 1	968 1	74/4200		280/175	0 -	1558	1800	D4 SE D4 SE Auto	-	4 2844	5 1194	7 6-M	27 14	13 7.	.4 74.	3 99	1969	178/425 178/425	0 -	295/1750 295/1750	- 154	12 1750
Estate Executive Style 2.0 TDI BMT Auto Alltrack 2.0 TDI 4MOTION BMT	-	5 29	385 1	12342	6-M 2	1 123	3 10.3	49.6	149 1	968 1	74/4200 38/4200		280/175 236/175	0 -		2000	D2 SE Lux	-	4 2884	5 1211	5 6-M	19 12	21 10	.9 72.	4 10	3 1560	113/360	0 -	199/1750 199/1750	- 147	77 1300
Alltrack 2.0 TDI 4MOTION BMT Auto	•	5 32	160 1	14150	6-A 2	6 131	1 8.7	47.9	155 1	968 1	74/4200	•		uting 🤊			D2 SE Lux Auto D3 SE Lux	-	4 2949	5 1238	8 6-M	24 12	27 10	0.2 65.	7 11	4 1984	113/360 134/350	0 -	258/1500	- 153	37 1600
Psst - don't mention Passat! Prettier, a 2.0 TDI BMT											to drive 38/4200		236/175	0 -	1550	1800	D3 SE Lux Auto D4 SE Lux	-	4 3074	5 1291	3 6-M	28 14	13 7.	.4 74.	3 99	1969	134/350 178/425	0 -	258/1500 295/1750	- 154	12 1750
2.0 TDI BMT Auto GT 2.0 TDI BMT											38/4200 38/4200		236/175 236/175		1564 1550		D4 SE Lux Auto D5 SE Lux Nav										178/425 212/400		295/1750 310/1500		
GT 2.0 TDI BMT Auto GT 2.0 TDI BMT	-	4 28	910 1	14455	6-A 2	4 132	9.8	56.5	131 1	968 1	38/4200 74/4200	-	236/175 280/175	0 -	1564 1565	1800	D5 SE Lux Nav Auto D2 R-Design										212/400 113/360		325/1500 199/1750	- 157 - 147	
GT 2.0 TDI BMT Auto		4 31	035 1	15518	6-A 2	7 137	8.4	55.4	133 1	968 1	74/4200		280/175	0 -	1582	1800	D2 R-Design Auto D3 R-Design	-	4 2953	0 1240	3 6-A	18 11	8 12	2.3 65.	7 11	4 1560	113/360 134/350	0 -	199/1750 258/1500	- 149	
R-Line 2.0 TDI BMT R-Line 2.0 TDI BMT Auto											74/4200 74/4200		280/175 280/175		1565 1582		D3 R-Design Auto	-	4 3018	0 1267	6 6-A	23 12	24 10	.2 58.	9 12	6 1984	134/350	0 -	258/1500	- 156	62 1600
New Scirocco Mild tweaks bring the Scirocco bang to														ting C			D4 R-Design D4 R-Design Auto	-	4 3149	5 1322	8 8-A	28 14	13 7.	.4 67.	3 10	9 1969	178/425 178/425	0 -	295/1750 295/1750	- 156	3 1750
2.0 TDI 2.0 TDI Auto											48/3500 48/3500						D5 R-Design Nav D5 R-Design Nav Auto	-	4 3438	0 1306	4 6-A	30 14	13 7.	.6 47.	9 15	4 2400	212/400 212/400	0 -	310/1500 325/1500	- 157	73 1800
GT 2.0 TDI GT 2.0 TDI Auto											48/3500 48/3500				1375 1395		D2 R-Design Lux D2 R-Design Lux Auto										113/360 113/360		199/1750 199/1750		
GT 2.0 TDI GT 2.0 TDI Auto	-	3 26	025 1	13533	6-M 3	1 143	7.5	64.2	115 1	968 1	81/3500 81/3500			0 -	1395	0	D3 R-Design Lux D3 R-Design Lux Auto										134/350 134/350		258/1500 258/1500		
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CHEFRBOX!

Tailbacks, car park rage and a spike in breakdown statistics, it's all part of the season of goodwill. **Simon Hacker** braved the scaremongers to look for the hard facts about festive motoring.

Ah, don't you just love Christmas? Now's the time to blow the dust off Noddy Holder, bedeck your dash flashing Santa-nalia and go out and rejoice. Well not if you're a British motorist, it's not. When Halfords commissioned a survey this time last year, it found we actually treat this sacred time as the season to be jolly rude, jolly aggressive and downright impatient. Spokesman Rory Carlin said: "Far from bringing out kindness and unselfish behaviour in motorists, our research shows that the festive season appears to have the opposite effect." He had a few jingle-hell stats to back himself up, too.



But let's just hit the brakes there a second. Firstly, any survey from any business always carries the whiff that it's interrogating reality in the hope of extracting profit. So if our survey says motoring invokes the fear of bejesus in others, X per cent of those others will be straight down to the auto accessorisers to invest in protective gear. Thus in the interests of true Diesel Car balance, I set out this month to nail this whole Black Christmas myth and discover the truth or lack of it - when it comes to driving in the Great Winterlude. Some stats really are grim. The Co-Operative Insurance found the week before Christmas the highest in the year for claims, prangs being double the average. Aviva suggests it's not the road you need to worry about come Christmas Day though, it's the risk of domestic fire (up 120 per cent). Nevertheless, in the USA, Christmas Day really is a black one: it has suffered 414 fatalities, on average, since 1982.

Beware anecdotal evidence though. The festive ingredients of a drive home for Christmas; a dark country road and a driver with drastically reduced IQ on account of wearing a knitted jumper with a pudding on it seems to create the scenario for Hammer Horror terror, many examples of which will cram the TV schedules. My own favourite is Jean-Baptiste Andrea's notable homage to the theme, Dead End (2003). It trades on the notion that Christmas makes us sloppy, so we drop our guard, make silly decisions and invariably are more vulnerable to danger - real or inexplicable. The plot kicks off with a warning against the dangers of falling asleep at the wheel. Combine that with failing to stick to major routes and before you know it there's a ghostly woman standing at the side of your car, carrying a baby. Naturally the baby soon turns out to be a corpse, and the woman smells a bit odd too...

Is this bad art imitating grim reality? The most pervading myth of Christmas autogeddon surrounds the tale (and variations thereof) of the woman hitch-hiker who invariably sports disturbingly hairy arms and carries a bag with axe/hammer/screwdriver therein. Proper investigation of these myths has shown them all to be utter baloney. Well, all except the case of 23-year-old Connecticut driver Julie Ashe who was murdered when she returned from Christmas shopping to find her car with a flat tyre. The guy who offered to help her out proved not to be as kind as first appeared; her body was found on Christmas Day in a nearby lake. Elsewhere, it's suspected that the majority of Christmas crime alerts are disseminated by shopkeepers seeking to terrify motorists out of driving to the outof-town mall.

BASED ON PREVIOUS YEARS' DATA,

our hot tip for the most dangerous day of the imminent break will be Monday 15th December, the start of the last week before most drivers' holidays, when demob-happy drivers are at their worst.

And for true Christmas horror? The facts spell no need for any forays into fiction. But the Association of Chief Police Officers indicates we may have cause for some optimism here. Earlier this year, it revealed nationwide analysis of drink/drugdriving crime over last Christmas (29th November 2013 to 1st January 2014) showed a net drop of eight per cent in failed or refused tests. That's encouraging, though it's maybe high time we showed a little more communality with the rest of the EU and dropped our threshold for alcohol consumption from 80mg of alcohol in 100ml of blood to 50mg. That 30mg margin has been shown to make us six times more likely to come unstuck, while we could save between 43 and 168 lives a year with this change. Surely we'd all say cheers to that?





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Alerts the user at UK & Irish drink drive limits.

Blow bag for accurate readings.

Accurate, quick, easy to use Ideal for occasional use



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Clear

Results in seconds. Alerts you when close to or over the drink drive limit.



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Consistent

Blow Pressure Sensor and self cleaning increases accuracy and consistency.

Clear & Future Proof

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